

Draft Strategic Plan CUY-Opportunity Corridor Study, PID 77333 Cuyahoga County, Ohio

Prepared for

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September 2006



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1.0 Introduction

In 2004, the Ohio Department of Transportation (ODOT) retained HNTB to conduct a study to improve access between the Cleveland area Interstate System and University Circle (PID Number 77333). As described below, this study includes refinement of data collected from Steps 1 through 4 of the Cleveland Innerbelt Study and the completion of Steps 5 through 12 of ODOT's Project Development Process (PDP) for major projects. As such, it will include the formulation of a strategic plan, refinement of conceptual alternatives, development of feasible alternatives, recommendation of a preferred alternative, preliminary engineering and final design.

The study area runs generally parallel to the existing railroad transportation corridor containing Greater Cleveland Regional Transit Authority's (GCRTA) Red Line and freight tracks owned and operated by Norfolk Southern Corporation (NS) and CSX Corporation (CSX). The study area extends from I-77/I-490 in the west to E. 105th St. and Carnegie in the east. It includes portions of the Community Development Corporations (CDC) of Burten Bell Carr, Slavic Village, Fairfax, Buckeye Area, and University Circle Incorporated and is located entirely within the City of Cleveland, Ohio. The study area boundary and logical termini are shown in **Figure 1, Appendix A**.

The purpose of this report is to recommend the design concept and design scope for Opportunity Corridor. This will be accomplished by providing an overview of the planning process completed to date - including the project purpose and need, public involvement activities, and preliminary conceptual alternatives - and justifying which policies, and programs, that best meet the project's Purpose and Need.

Additional documents prepared for the Opportunity Corridor Study provide supplemental information supporting the conclusions and recommendations contained herein. These documents are listed below and will be available for review at ODOT's District 12 Office upon approval from ODOT Central Office and FHWA.

- *Public Involvement Plan* (January, 2005)
- *Purpose and Need Statement* (March, 2006)
- *Red Flag Summary* (October, 2005)
- *Existing and Future Conditions Report* (April, 2006)

Additional technical information, Steering Committee meeting and workshop minutes are also available for review on the study web site www.innerbelt.org.

1.1 Project History

The City of Cleveland is served by a number of Interstates and State Routes. The freeways that provide access to and from the City of Cleveland include: I-480, I-271, I-90, I-71, I-77, SR 176, and SR 2. **Figure 2, Appendix A** shows the current Cleveland area freeway system. I-71 and I-77 are the primary routes that provide access to and from the south, including Independence, Brunswick, Strongsville, Brecksville, and Akron. I-271 and I-480 provide access to and from the southeast and southwest, including Garfield Heights, Warrensville Heights, Beachwood, Twinsburg, Solon, North Olmsted, and Fairview Park. SR 176 provides access to and from the south for inner-ring suburbs such as Parma, Brooklyn, and Brook Park. I-90 and SR 2 provide access to and from the east and west, including Mentor, Eastlake, Euclid, Lakewood, Rocky River, Westlake, and Avon.

The link that is currently not provided in the local freeway system is access to and from the southeast portion of the City of Cleveland and areas such as Cleveland Heights, University Heights, and Shaker Heights. Plans to complete the highway network in this area have been in existence since the "Heights Freeway" concept in 1944. The section that follows describes the history of concepts identified to complete the local interstate system and provide access to isolated sections of the greater Cleveland area. Figures displaying the routes discussed below can be found in the *Existing and Future Conditions Report* (April, 2006), which is available for review at ODOT's District 12 Office.

Over the past 50 years, various concepts of an extension of I-490 to points east have been proposed by Cuyahoga County, the City of Cleveland, and private interests. Projects such as the Clark Avenue Freeway in the 1950s, the Bedford Freeway in the 1960s, the WECO Roadway in the early 1980s, and

SR 87A in the late 1980s looked at providing new east-west connections in the area. Each of these concepts included extending the freeway from where it currently ends at I-490 and E. 55th St. However, due to strong neighborhood opposition and lack of funding, these concepts were never implemented.

The Clark Avenue Freeway was studied by the Cuyahoga County Engineer in the 1950s. It was an extension of I-490 proposed to run from I-77 and E. 55th Street, up Shaker Boulevard, and terminate just past Brainard Circle. However, the residents of Cleveland Heights and Shaker Heights viewed the concept as one that would devastate Shaker Lakes, Shaker Boulevard, and Beachwood. A neighborhood committee was established to oppose the Clark Freeway, and this group ultimately was able to make changes to federal highway funding laws that would prohibit a highway from destroying or altering a park or playing field without first locating a new site that met the local citizens' needs. This law went into effect in July, 1965 which, in turn, ended planning for the Clark Freeway. (1)

The Bedford Freeway was also studied by the Cuyahoga County Engineer in the 1960's. This highway was originally proposed to begin at an interchange at the then planned Heights Freeway and run parallel to E. 116th St. to the I-480 interchange. However, in the late 1960's, the plan was revised to extend between I-77 and E. 55th St. southeast to Broadway and I-480. Ultimately, this plan was abandoned in the 1980's due to a lack of funding.

The WECO Roadway was proposed by the WECO organization (an economic development organization working to promote the Woodland industrial area) in the early 1980's following the demise of the Bedford Freeway Concept. According to local stakeholders and ODOT officials, this transportation linkage was a revised version of the original Bedford Freeway which ran northward from I-480 in the Cuyahoga County Freeway System Plan. The WECO Roadway was slated to connect I-490 and Kinsman Avenue between E. 79th St. and E. 93rd St. The purpose was to improve truck access to the freeway system. Due to lack of financial support for further planning, the study did not progress.

State Route 87A was included as a recommended improvement in the City of Cleveland's 2000 Citywide Plan. SR 87A was proposed as an east-west roadway connecting Shaker Boulevard to E. 55th Street and I-490, running just south of Woodland Avenue. The purpose of this proposed roadway was to stimulate and strengthen development in an economically depressed area on Cleveland's east side. Because there was no neighborhood support from the Shaker Lakes area and there was no financial support for further study, the project did not progress. According to local stakeholders and ODOT officials, ODOT had previously designated lane miles for this project, but the Quigley Road connector, a project to connect Quigley Road with W. 14th St. as part of the Steelyard Commons project, became a priority for the City of Cleveland, and the lane mileage originally designated for SR 87A was transferred to Quigley Road.

In 2000, ODOT began a study of Cleveland's Innerbelt, which includes I-71 from SR 176, and I-90 through Downtown Cleveland to SR 2. The Innerbelt Study was commissioned to develop a strategy for the renewal of the downtown transportation infrastructure. The infrastructure (bridge decks and roadway pavements) of the Innerbelt Freeway was approaching the end of its useful life. In conducting this study, concepts were developed as a way to shift some of the traffic from the Innerbelt Bridge to other networks either during construction or as permanent alternate routes so that the new bridge would not have to be designed to carry as much traffic. One of the concepts developed was the University Circle Access Boulevard (UCAB).

Although the UCAB would provide access to University Circle without traveling through as many as three or four primary bottle necks on the Innerbelt, it was determined that the lane requirements on the bridge would remain the same. Projections showed that vehicles that were previously exiting the freeway and cutting through neighborhoods to avoid the Innerbelt would once again use the Innerbelt when some of the traffic was diverted to the UCAB. Though this concept would not alleviate congestion problems, or reduce the number of lanes required on the Innerbelt, there was strong public support to look at the UCAB concept in more detail to provide improved freeway access to isolated portions of the greater Cleveland area. Thus, it was recommended for further study. The study was subsequently renamed from the UCAB Study to the Opportunity Corridor Study.

Two independent reports endorsing the idea of creating a new connection between I-490 and University Circle in the area between E. 55th St. and E. 105th St. were previously completed, and recommended. These studies included *Connecting I-490 to University Circle* (2) and the *Urban Design Associates Boulevard Framework Study* (3).

During review of the documents prepared under the Innerbelt Study, it became clear that many of the reports prepared for the Innerbelt study lacked specific information for the Opportunity Corridor study area. Those documents included: the *Purpose and Need Statement* and the *Existing and Future Conditions Report*, (4, 5). The Purpose and Need statement, data collection and analysis prepared as part of the Innerbelt Study focused on the Innerbelt corridor while only providing enough analysis to establish whether or not potential independent projects merited further study. The purpose of this study is to focus the same level of analysis on the Opportunity Corridor. Therefore, the Opportunity Corridor Study is revisiting Steps 1-4 of the ODOT PDP to refine the documents prepared as part of the Innerbelt Study. In addition, HNTB was tasked with completing Steps 5-6 of the PDP for this corridor. Depending on the alternatives identified and available funding, ODOT or another project sponsor could move the planning study into preliminary engineering and final design. HNTB is contracted with ODOT through Step 12 of the PDP, but currently there is no funding in place beyond Step 6.

1.2 Study Area

The study area boundaries were developed as part of the scope development process and initial stakeholder engagement. The western study area limits include the I-490/E. 55th St. intersection in the Slavic Village area. The eastern study area limits include the E. 105th St./Carnegie Avenue intersection in the University Circle area. The study area boundary is shown in **Figure 1, Appendix A**. For purposes of this study, detailed information will only be obtained for the area encompassed in the project study limits.

The study area consists of residential, commercial, industrial and recreational areas. The zoning in the study area is very mixed, and land use varies from parcel to parcel. For example, residential properties are located immediately adjacent to industrial properties. This area developed prior to the establishment of zoning codes. However, future development will follow the City Wide Plan currently being developed by the City of Cleveland Planning Commission. Several sites that were once industrial properties now lie vacant, but are in need of remediation before they can be redeveloped.

In general, the study area can be described in terms of the Community Development Corporations (CDCs) located in the area. These include: Buckeye Area Development Corporation, Burten Bell Carr Development Corporation, Fairfax Renaissance Development Corporation, Slavic Village Development, and University Circle Incorporated. Each of these CDCs is unique, and the transportation needs within each of these areas will be considered as part of this study. The study area only encompasses portions of these CDCs, so the focus of discussion will be those portions of the CDCs within the study area. **Figure 3, Appendix A** shows the boundaries of the CDC's in the study area.

Buckeye Area Development Corporation and Burten, Bell, Carr Development Corporation

The portion of the Buckeye and Burten, Bell, Carr areas that are contained within the study area is commonly referred to as the "Forgotten Triangle". The boundaries of the "Forgotten Triangle" are shown in **Figure 4, Appendix A**. This area has suffered from a lack of both residential and commercial investments. A Master Plan is currently being developed for this area to promote neighborhood investment and cohesion in the future.

Fairfax Renaissance Development Corporation

The portion of the Fairfax neighborhood within the study area has been identified as a "New Economy Neighborhood" in *A Strategic Investment Plan for Fairfax*, the neighborhood master plan (6). Currently, the area consists primarily of scattered housing, institutional buildings, parking lots, and vacant land. Other sections of Fairfax have been successfully redeveloped, and this CDC has a strong in-fill housing program. The portion of Fairfax within the study area borders the University Circle area. Fairfax is planning to develop this area as a live-work community in an attempt to provide more cohesion between the neighborhoods and the University Circle Institutions.

Slavic Village Development

The portion of Slavic Village contained in the study area is primarily the St. Hyacinth Neighborhood. This neighborhood is named for the St. Hyacinth Church, which is located on Francis Avenue, east of E. 55th St. There was a school associated with this parish in the past, and the building is still there. However the school is no longer operating. The northeast corner of the neighborhood is primarily residential, while the northwest corner is primarily industrial.

University Circle Incorporated

Only the southwest corner of University Circle is contained within the study area. University Circle is the cultural, medical, and educational center of Cleveland and Northeast Ohio. The University Circle area is home to dozens of institutions contained within just one square mile. According to University Circle's Annual Report (2005), over 2.5 million people visit this area annually seeking education, health care, entertainment, or a religious institution. Some of the larger attractions include: University Hospital, the Cleveland Clinic, Case Western Reserve University, Epworth-Euclid United Methodist Church, Church of the Covenant, Severance Hall, Cleveland Museum of Art, Cleveland Museum of Natural History, Cleveland Botanical Gardens, the Children's Museum of Cleveland, the Cleveland Institute of Art, and the Cleveland Institute of Music. **Figure 5, Appendix A** shows the University Circle area. The University Circle area is currently landlocked, despite having \$1.5 billion of planned development. Some of the expansion plans call for the demolition of existing buildings, and the redevelopment of parking lots.

The CDC's above are contained within the Statistical Planning Areas (SPAs) of Buckeye-Shaker, Central, Fairfax, Kinsman, North Broadway and University. The City of Cleveland aggregates Census Tracts into SPAs which is equivalent to a traditional neighborhood. The City of Cleveland generates neighborhood census data based on these SPAs. **Figure 6, Appendix A** displays the boundaries of the SPAs. The study area includes portions of the City of Cleveland Wards 4, 5, 6 and 12. The ward boundaries are shown in **Figure 7, Appendix A**.

Transportation System

The interstate system is a vital part of the regional network in Northeast Ohio. Population continues to shift to the outer suburbs making residents in those areas dependent on the local Interstates to make their connections. Although people have moved out of Cleveland, a substantial number residents in Avon, Brecksville, Broadview Heights, Brunswick, Independence, North Royalton, Parma, Strongsville, Westlake, and many other suburbs travel to downtown and/or University Circle to work every day. For example, according to NOACA's 2000 Census Transportation Planning Package (CTPP) data, over 300 of the Cleveland Clinic's downtown campus employees live in Westlake, over 200 live in Strongsville, and close to 400 employees live in Medina County. Those traveling from the outer lying suburbs use I-77, I-71, SR 176, I-480, and I-90 to reach the University Circle area.

Public transportation is a large component of the transportation network for the neighborhoods within the study area. The Greater Cleveland Regional Transit Authority (GCRTA) operates local bus services, Community Circulator routes, and local train service on the Red, Blue and Green Lines. In addition to public transportation, freight traffic runs east-west and north-south through the study area on the NS Nickel Plate Line, the NS Cleveland Line, and the CSX mainline. These railroad corridors are shown in the study area mapping in **Figure 8, Appendix A**.

Logical Termini

For the purposes of this study, the logical termini include I-490 at I-77 to the west and E. 105th St. and Chester to the east. See **Figure 1, Appendix A**. These points represent the beginning and the end of the travel corridor for employees, patients, students, residents and tourists. Once travelers reach I-490, they can gain access to the Interstate Highway system; I-77, I-71, and I-90 and connect to the outlying suburbs or the Cleveland Hopkins International Airport. When travelers reach E. 105th St., they can continue to the University Circle area, Cleveland Heights, Shaker Heights, or other eastern Cleveland-area suburbs via Cedar, Carnegie (SR 10), Euclid (US 20), or Chester (US 322). E. 105th St. provides access to and from the Cleveland Clinic, Case Western Reserve University, University Hospital, the proposed West Quad Campus, and the Veterans Administration (VA) Hospital. Given the logical termini described above, improvements can be developed within the study area while allowing for, but not necessitating, future projects along the corridor and in the region.

2.0 Purpose and Need

The goals for the Opportunity Corridor Study were developed by ODOT and other projects in response to the goals and objectives defined and approved for the Innerbelt Study. These goals were presented to the project steering committee for discussion and were approved at the first Opportunity Corridor committee meeting held on May 19, 2005. The approved goals were also presented to the Urban Core Projects Advisory Committee on June 9, 2005, where no objections were raised.

The alternatives developed along the corridor must meet the following goals:

- Improve accessibility to and mobility between University Circle, the Interstate System, and neighborhoods
- Support community and economic development

The current transportation system within the study area does not provide direct or convenient access. Existing travel routes are characterized by:

- High crash rates
- Traffic congestion and poor levels of service
- Traffic delays attributed to stopped, parked or turning vehicles
- A substantial number of signalized intersections
- Numerous bus stops
- High directional traffic distributions
- Poor access management
- Discontinuous streets and circuitous travel
- Small curb return radii
- Poor pavement conditions
- Substandard lane widths
- Indirect transit service

The characteristics listed above negatively affect travel for local and regional traffic traveling between the Northeast Ohio freeway system, University Circle, and the neighborhoods within the study area.

The project's *Purpose and Need Statement* (March, 2006) is available for review at ODOT's District 12 Office.

3.0 Public Involvement

Stakeholder involvement is an integral element of this study. During the Innerbelt Study, a Scoping Committee was formed to oversee the planning process. This committee included all levels of stakeholders from neighborhood-based institutions to the Federal government. A list of Scoping Committee members and the agencies they represent is included in **Appendix B**. The Scoping Committee requested that they remain involved with projects that were recommended for additional study as part of the Innerbelt Study but were moving forward independent of the Innerbelt Plan (West Shoreway, Cuyahoga Valley Intermodal Connector, and Opportunity Corridor). This oversight committee is currently referred to as the Urban Core Projects Advisory Committee. Members of this committee were also asked to serve on project-specific steering committees that related most to their constituencies. Non-Innerbelt project updates are presented to the committee on a regular basis so that all the stakeholders can remain informed of the status of the local projects. A Steering Committee specific to Opportunity Corridor has also been established. A list of Steering Committee members for this study, and the agencies they represent is also included in **Appendix B**.

3.1 Steering Committee

During Steps 1-4 of this study, there were two (2) meetings of the full steering committee, and three (3) committee workshops. Invitations were sent to the entire committee for both types of meetings. The full committee meetings were meetings where concurrence was requested from the committee, versus the workshops that were more focused on brainstorming and evaluating the alternatives that were developed. Copies of the meeting agendas, sign-in sheets and meeting minutes for these meetings are included in **Appendix C**. The initial meeting for this project was held on May 19, 2005 at NOACA. The first workshop for this project was held on June 16, 2005 at Quincy Place. The second workshop was held on August 18, 1985 at Quincy Place. The third workshop was held on September 22, 2005 at Quincy Place. The second full committee meeting was held on November 1, 2005. The third and final full committee meeting is expected to be held in late 2006 prior to the first project public meeting being held in early 2007.

3.2 Stakeholder Meetings

Over the course of this study, numerous stakeholder meetings were held at the request of local stakeholders and ODOT District 12. Meetings were held with local business owners, Community Development Corporations, and local institutions. **Appendix D** contains a log of all of the stakeholder meetings held, the date of those meetings, as well as the attendees. The goal of these meetings was to gather input on what these stakeholders wanted to see as a result of this project, what they did not want to see, and what was included in their master plans.

During this study, a meeting was held with Orlando Baking Company - one of the largest employers in the study area to get input on the project and to get information about their expansion plans. Orlando is very supportive of this project and agreed to keep ODOT informed of their expansion plans. A meeting was also held with Cuyahoga Metropolitan Housing Authority (CMHA) at the beginning of their master planning efforts. CMHA will be relocating and consolidating all of their offices from their current W. 25th St. area locations to the Hemisphere Industrial Park just south of the project study area. In addition to this effort, CMHA has plans to renovate/rebuild the Garden Valley Estates on Kinsman. ODOT and HNTB also met with Mt. Sinai Baptist Church to discuss their future plans for the Multiplex Center, between Woodland and the railroad tracks, just east of E. 75th St. A concept of the proposed roadway is included in their model of the new center. This project is not funded, but they do own the land just north of the tracks, so as money becomes available, the project will be constructed in phases. Mt. Sinai offered the use of their facility to host a public meeting for this project. Additional meetings were held with the Cleveland Clinic, Case Western Reserve University, St. Hyacinth Neighborhood Group, Cleveland State University, and the Greater Cleveland Partnership. Meetings with local stakeholders were held to gain insight into master plans, get input into the project, and begin discussions of how this project could benefit or impact their future plans.

3.3 Public Meetings

One general public meeting will be held during Steps 1-4 of the ODOT PDP. At this time, it is estimated that the meeting will be held in early 2007. FHWA is currently reviewing the *Purpose and Need Statement*, and until that document is approved, the public meeting cannot be scheduled. The

public meeting will be held during Step 4 to introduce the study; introduce the Urban Core Advisory and Sub-Committees; present existing and future conditions; present goals and objectives; and to obtain feedback on the preliminary alternatives and the strategic plan for the corridor. Comments generated as a result of this meeting will be utilized to refine the purpose and need statement, finalize the strategic plan, and to further refine the conceptual alternatives that will be advanced for further study.

At this time, it is the recommendation of committee members to conduct two public meetings - one meeting to be held during the day in the University Circle area, and the other to be held in the evening in one of the neighborhoods within the study area. HNTB and ODOT will work with the CDC's in the study area to determine the most suitable locations for these meetings.

HNTB and Whelan Communications will: secure a meeting site; notify stakeholders; coordinate press releases with the District Public Information Officer; prepare oral and/or visual presentations; prepare handouts, sign-in sheets, directional signs, comment sheets, and nametags; and develop exhibits. Exhibits will include a study area display prepared from the study base mapping and other information pertinent to the study area. Additional data pertaining to problems, needs, goals, and objectives will be summarized in a handout to be distributed at the meeting. Public comments will be collected by ODOT District 12 for two weeks following the meeting. Copies of meeting notifications, handouts, comment forms and exhibits from this public meeting will be included in **Appendix E** of the final Strategic Plan.

Additional public meetings will be held during Steps 5-6 of the ODOT PDP. A separate scope and fee will be developed for a Part 2 authorization to complete Steps 5-6. A schedule of future public meetings will be proposed at that time.

3.4 Study Newsletter

One newsletter will be prepared for the study. The purpose of this newsletter will be to provide general responses to comments generated at the first public meeting, and those comments collected for two weeks following the meeting. The newsletter will likely not be released until the Spring of 2007. The newsletter will also provide updates on the alternatives under consideration, major study decisions, and any changes in the project development. The newsletter will be distributed following the public meeting, as soon as the comment period has elapsed and ODOT and the project committees are afforded an opportunity to evaluate all input received. All newsletters will be printed and distributed by ODOT according to the most recent version of the study mailing list. Additional copies of the newsletter will be provided to committee members for distribution to their constituencies and a .PDF version will be made available for the study website. A copy of the first newsletter will be included in **Appendix F** of the final Strategic Plan.

3.5 Study Website

HNTB provides materials to ODOT to update the study website content to reflect any study developments, or other study documents desired to be made available to the public by ODOT and the Sub-Committee. Additional technical information, Steering Committee meeting and workshop presentations, handouts and minutes are available for review on the study web site www.innerbelt.org. Those that visit the project website are also able to submit comments or questions to ODOT D-12 on-line, by fax, or mail.

4.0 Alternatives

During the course of this study, alternatives were developed to address the established goals and objectives of improving access and mobility while supporting community and economic development. The goal of supporting community and economic development was not identified during the Innerbelt Study. Therefore the preliminary alternatives investigated during that study were developed adjacent to the rail corridor in order to minimize residential impacts. Subsequent investigation of these early alternatives identified substantial commercial and rail impacts. As a result of stakeholder discussions, the concepts were modified to improve local street connectivity; to maximize economic development potential; to minimize disturbances to existing or planned facilities and to minimize neighborhood impacts. The alternatives developed during Steps 1-4 will meet the needs of the local neighborhood and minimize community impacts to the extent possible. Because there is currently no funding for construction of this project, it seems an overwhelming commitment to construct the whole corridor at one time. However, it is possible that the corridor be implemented in phases as funding becomes available. The proposed roadway is planned to intersect with existing local streets, so preliminary segments have been established in order to estimate future costs. One segment is from the intersection of I-490 and E. 55th St. to Kinsman; a second piece is from Kinsman to Woodland; and the remaining segment is from Woodland to E. 105th St. and Carnegie. The cost estimates that have been developed for these segments are discussed in Section 5.0.

4.1 Preliminary Alternatives

During discussions with project stakeholders during project initiation, four preliminary alternatives were developed. **Figure 9 in Appendix A** shows the four preliminary alternatives. Alternative 1 was a minimal build alternative following existing E. 55th St. to existing Woodland Ave. then making a new direct connection to existing E. 105th St. Although this alternative utilized an existing street network, the potential impacts associated with it were severe. There were number religious and cultural institutions impacted, and at least two cemetery impacts associated with this alternative. In terms of economic and community development, this alternative was along an already developed corridor, so the potential for new development adjacent to it was considered minimal. As a result of these factors, this alternative does not meet the Purpose and Need of the Opportunity Corridor Study. On September 22, 2005, the Steering Committee recommended that this alternative be eliminated from further study.

Alternative 2 was a hybrid of a northern and southern alternative and a revision of one of the alternatives developed during the Innerbelt Study. This alternative crossed over the railroad yard just west of E. 55th St., followed existing Grand Avenue north of the railroad tracks, then crossed back over the tracks just east of Kinsman. After crossing back south the tracks, Alternative 2 continued parallel to the tracks until it intersected with Buckeye. Alternative 2 then utilized a portion of existing Woodland Avenue until turning north on a new alignment to make a direct connection to E. 105th St. It had large impacts to Orlando Baking Company's loading dock and other facilities; it generally only created economic development potential along one side of the roadway, due to retaining walls and proximity to the railroad; proximity to the NS rail to rail grade separation did not allow for an intersection at E. 79th St.; it required a discontinuous Woodland Avenue alignment, and it was expensive to construct relative to the other alternatives. Stakeholders did however favor studying further the portion of this alternative from I-77 to E. 75th St. As a result of these factors, the full length of this alternative was not recommended by the Steering Committee on November, 10 2005. Only the eastern portion, east of Orlando Baking Company, and the segment north of Woodland on E. 105th, which is also common to Alternative 4 will be carried forward.

Alternative 3 was also a revision to one of the original alternatives developed during the Innerbelt Study. This alternative was an attempt to residential impacts, by paralleling the north side of the rail corridor. It crossed the rail yard west of E. 55th St. following the same alignment as Alternative 2 along existing Grand Avenue north of the tracks. Instead of crossing back over the railroad tracks, Alternative 3 stayed on the north side of the tracks for the whole length of the corridor and then followed existing E. 105th St. This alternative also had potential impacts to two cemeteries; low income multi-unit apartments as well as impacts to planned sites of development. Because of the geometry dictated by the rail lines, this alternative would require the realignment of segments of E. 89th St., E. 93rd St., Woodland, and Quincy in order to provide geometrically acceptable intersections with the new roadway. The proximity to the NS rail to rail grade separation also would make it very

difficult to create an intersection at E. 79th St. It had limited opportunity for economic development because of the residential areas and already developed land north of the railroad tracks. This alternative was also the most expensive alternatives developed for the study. As a result of these factors, this alternative does not meet the Purpose and Need of the Opportunity Corridor Study. On September 22, 2005, the Steering Committee recommended that this alternative be eliminated from further study.

Alternative 4 was an alternative developed to maximize the economic and community development potential of the study area. The goal of this alternative was to avoid impacts to Orlando Baking Company, while improving access south of the railroad tracks. This alternative began at the I-490 and E. 55th St. intersection, crossed over Kingsbury Run, intersected with Kinsman, followed existing Grand Avenue south of the tracks, and intersected with E. 75th and E. 79th St. Alternative 4 continued along southern Grand Avenue and then began turning to the north to intersect with Buckeye. It continued northeast to intersect with Woodland and Quincy and north to E. 105th St. The Steering Committee recommended this Alternative, but were concerned about the residential impacts, especially in the St. Hyacinth neighborhood in the Slavic Village service area. Alternative 4 bests meet the project's purpose and need and provides an opportunity for redevelopment of the areas on the north and south sides of the roadway because of the shift further south from the rail corridor. This alternative was recommended for further study in conjunction with the western portion of Alternative 2, in an attempt to reduce the number of impacts in the St. Hyacinth neighborhood.

4.2 Conceptual Alternatives

As the preliminary alternatives were further refined during Step 4, the intersection of E. 55th St. and I-490 became a critical location. E. 55th St. represents the first signalized intersection from I-77 and I-490. It represents the area with the highest traffic volumes in the study area. The high traffic volume results in intersection capacity issues, and operating speed and pedestrian safety concerns. Based on preliminary traffic projections supplied by NOACA, to achieve an acceptable level of service (LOS), the new facility would require three thru lanes, and dual turn lanes. In addition, E. 55th St. would require additional turn lanes. Even at this, the intersection was on the threshold of a failing LOS. Pedestrians from the St. Hyacinth neighborhood, southeast of the intersection, wishing to access GCRTA's existing rail station west of E. 55th St. or the proposed station east of E. 55th St., would have to cross the new multilane facility. There was a concern over the safety of these pedestrians from both the neighborhood and GCRTA. The stakeholders also had concerns over the number of residential takes required in the neighborhood and therefore the ability of remaining homes to function as a livable neighborhood. Because of these concerns, four conceptual grade separation alternatives were developed.

Conventional Diamond Interchange

A conventional diamond type interchange was developed for the E. 55th St./boulevard intersection, see **Figure 10** in **Appendix A**. Based on preliminary traffic data, acceptable LOS could be achieved. Due to the proximity of the I-77/I-490 ramp merges, the interchange did however require the I-77 traffic wishing to access the boulevard to exit at E. 55th St., proceed through the intersection and re-enter the boulevard. This would create challenging signing and potential confusion for travelers. The interchange also had significant impacts to both GCRTA's existing and proposed station locations. Residential impacts in the neighborhood were in excess of the at-grade intersection and neighborhood residents were opposed to freeway type elements east of E. 55th St. Because of the large freeway infrastructure that would be required in the neighborhood and the associated impacts, the committee recommended that this option not be studied further.

Braided Diamond Interchange

A braided diamond type interchange was also developed for the E. 55th St./boulevard intersection, see **Figure 11** in **Appendix A**. This interchange braided the ramp movements between the I-490 and I-77 ramps to and from the boulevard. This interchange effectively removed all of the freeway thru traffic from the E. 55th St. intersection thereby improving pedestrian safety. While solving the I-77 ramp issue associated with the conventional diamond interchange, it did not improve impacts to the GCRTA sites nor did it address the residential take concerns, nor the freeway element concerns of the St. Hyacinth neighborhood constituents. As with the conventional diamond, the committee

recommended that this option not be studied further because of the large freeway infrastructure and associated impacts.

Parkway Interchange

A parkway type interchange was also developed for the E. 55th St./boulevard intersection, see **Figure 12** in **Appendix A**. Under this configuration, traffic to and from I-77 and I-490 would be depressed under E. 55th St. to a point east of E. 55th St. where two-way access ramps would loop the traffic back to E. 55th St. To eliminate potential weave issues the access ramps were developed as add/drop lanes at the boulevard. Acceptable intersection LOS could be achieved at the E. 55th St. signals. This alternative also improved pedestrian safety by removing the thru vehicular movements from the intersection. It also allowed for access to the proposed GCRTA site via the new northern two way access roadway. Residential impacts within the neighborhood continued to increase and freeway elements were also present east of E. 55th St. Stakeholders also expressed concern over delays and difficulty for trucks to maneuver the ramps and for the potential for vehicles to attempt to exit at a high rate of speed. Although this option provided full access to the boulevard from the St. Hyacinth Neighborhood, committee members recommended that this option not be carried further because of the severe impacts to the neighborhoods and the inability to move trucks through the intersection efficiently.

Grade Separated Interchange - South

To address the concerns a unique braided interchange was developed between I-490/I-77 and E. 55th St., see **Figures 13** in **Appendix A**. This interchange depresses both the I-77 and I-490 ramps to the boulevard under E. 55th St. while braiding the ramp movements to E. 55th St. The single lane exit ramps achieve acceptable LOS at E. 55th St. without requiring additional lanes on E. 55th St. Pedestrian safety is enhanced by means of separating all boulevard thru movements from the intersection. Neighborhood residential impacts are reduced significantly by containing the work the north side of existing Bower and Butler Ave. All freeway elements are contained on the west side of E. 55th St. and the through movements are depressed below grade for much of the length through the St Hyacinth neighborhood. GCRTA site impacts east of E. 55th St. can be mitigated through the relocation of the new station headhouse to the south side of the trench and extending the pedestrian bridge to the tracks. Northbound to eastbound (from E. 55th St.) and westbound to northbound (from the boulevard) access is not provided in this concept. Note that these are movements that do not currently exist and were found acceptable to stakeholders thus far. These movements can easily be signed and accommodated utilizing the existing surface street network. Note that full access to and from both I-77 and I-490 is provided for in this concept. Both Slavic Village representatives and the committee members recommended that this option be studied further. It greatly reduced the number of impacts to the residential area, and kept the freeway infrastructure out of the neighborhood.

Grade Separated Interchange - North

HNTB also investigated the potential to create a grade separated intersection for E. 55th St. north of the rail corridor. This would represent the request from stakeholders to further study the western portion of Alternative 2. Due to the presence of the rail trench, an overpass represents the only viable grade separation option. The rail yard west of E. 55th St. and the weave requirements from the I-77 ramps also necessitated that all ramps from the boulevard to E. 55th St. would have to be located east of E. 55th St. Working with these constraints, HNTB developed conceptual sketches of an overpass alternative north of the tracks, east of E. 55th St., see **Figure 14** in **Appendix A**. This option would require bridge structures at the following locations: rail yard west of E. 55th St., E. 55th St., E. 55th St. Access Road, Kinsman and back over NS/GCTRA tracks. The alternative, if geometrically feasible would also impact commercial, industrial, retail and residential properties. It was not favored by stakeholders due to the potential impacts; the indirect access to E. 55th St. for commercial vehicles, the visual presence of the overpass; the high costs for structures and the rail impacts. The committee members recommended that this option not be studied further because of the high costs and poor aesthetic options associated with it.

When these options were evaluated by the Steering Committee, the southern grade separated interchange depicted in **Figure 13**, **Appendix A** was preferred. As the study progresses, this option will be studied in more detail. It is the recommendation of the committee, therefore, that only a southern alignment be studied at the intersection of E. 55th St. and I-490 in the next phase of this study.

East of E. 79th St. the boulevard will be required to cross the existing Norfolk Southern Cleveland mainline tracks. These tracks are elevated throughout the corridor with local street underpasses provided throughout. Due to local topography it is anticipated that the boulevard will also be constructed as an underpass to the railroad. This will be further evaluated in the next phase of the study when vertical alignments are developed and constructability issues, such as rail maintenance of traffic are considered.

In the area east of E. 55th St., the conceptual alternatives developed took into consideration the need to avoid the Kenneth Johnson Recreation Center - as well as minimize impacts to areas identified for future expansion of the center, and St. Elizabeth Church - a church on the National Register of Historic Properties. In an attempt to avoid impacts to these sites, one option is to stay on the northwest side of the Recreation Center and intersect with Woodland at E. 89th St., much like the discontinuous Woodland portion of Alternative 2. Another option that was considered was to stay on southwest side of the potential future development and intersect with Woodland east of E. 93rd St., just west of CSX. During the next phase of study, these options will be studied in further detail to minimize impacts and determine the most feasible location for the roadway and its intersections.

North of Woodland, all of the conceptual alternatives follow the same alignment. The alternatives intersect at E. 105th St. and Quincy Ave. and continue north along E. 105th St. The widening associated with these alternatives could be to the west side of E. 55th St., the east side of E. 55th St., or centered about existing E. 55th St. Further discussions with local stakeholders and intersection requirements will determine the recommended configuration of the alternative.

As a result of Steps 1 - 4 and the evaluation of the alternatives by the Steering Committee and project stakeholders, the corridor has been recommended to be reduced to a more focused area. **Figure 15** in **Appendix A** displays the recommended corridor for further study in Steps 5 - 6.

4.3 Alternatives Analysis

In order to document the evaluation of the alternatives developed during Steps 1-4, a detailed evaluation matrix was developed and used in the decision making process. A copy of this matrix can be found in **Appendix G**. HNTB worked with ODOT and the committee members to develop evaluation criteria against which all of the alternatives could be measured objectively. There were six main categories for which the criteria were developed: Purpose and Need Issues; Environmental Resources; Utility Relocation Issues; Right-of-Way; Structures; and Planning Level Cost Estimates. The number of potential impacts to cemeteries, parks, religious institutions, commercial businesses, and residential structures was estimated for each of the alternatives and included in the matrix, as well as planning-level cost estimates. At the September 22, 2005 committee meeting, members of the committee used this matrix to make a recommendation that only Alternatives 2 (eastern portion only) and 4 move forward for further study.

5.0 Design Concept and Scope

Based upon the analysis completed in Steps 1-5 of the PDP, stakeholder input, and studies dating back to the 1940's, it has been recommended that the proposed transportation improvements undertaken within the Opportunity Corridor Study area not result in a freeway concept. To address the transportation issues identified within the study area, the improvements must be developed with at-grade intersections and accommodate multiple modes of transportation including bicycles, pedestrians and mass transit. Additionally, there is general concurrence among the stakeholders and general public that aesthetic components including: grass medians, plantings, way finding signage, and lighting be incorporated into the design.

Continued coordination between ODOT and the project stakeholders will continue throughout the course of the project. As transportation alternatives and traffic projections are analyzed in greater detail, specific components of the design will be determined.

5.1 Preliminary Cost Estimates

At this time, based on current rates of inflation, the full implementation of this project is estimated to cost \$300 million. Currently, funding has not been identified for activities beyond Step 6 of the PDP so there is a \$300 million dollar shortage to construct this project. Current cost estimates are based on anticipated construction between 2012 and 2014. If funding is not secured and the schedule gets delayed, this cost estimate is likely to increase due to inflation. **Figure 16 in Appendix A** shows the potential construction contracts and cost in current (2006) dollars, as well as the cost in year of expenditure (2010-2013 ROW; 2012-2014 construction). These segments were developed in order to establish a phased approach to the corridor so that it can be built as funding becomes available. It is not likely that the entire length of the corridor will be constructed at the same time. One segment, from I-490 to Kinsman, is estimated at \$74 million in current year and \$101 million in year of expenditure. Another section, from Kinsman to Woodland is estimated at \$97 million in current year and \$133 million in year of expenditure. The remaining segment from Woodland to E. 105th St. and Carnegie is estimated at \$47 million in current year and \$65 million in year of expenditure. There is no order of priority associated with these segments, and the beginning and ends of these potential contracts can be modified as the alternatives are evaluated further in the next steps.

5.2 Funding and Timeline

At this time, funding is identified for the completion of Step 6 of the ODOT PDP. **Figure 17 in Appendix A** estimates the schedule and required costs (in millions), necessary to complete, preliminary engineering, right-of-way acquisition, and construction for each step of this project. It is estimated that Steps 5 and 6 will begin in the Fall of 2006, and be complete by 2009. If additional funds do not become available, project development will stop following the completion of the Assessment of Feasible Alternatives and the identification of a recommended preferred alternative.

There is a need to consider non-traditional funding sources for this project, because state and federal funding appropriations are committed through 2015. **Table 1, on page 13** shows the State and Federal Programs and the years for which funding is currently committed to other projects.

If funding becomes available for Steps 7-12, the estimated date of construction is 2012. The difficulty in estimating the project costs at this time is the unexpected increase in the cost of materials, including energy, steel and cement. ODOT is experiencing higher than ever construction cost estimates. Historically, ODOT utilized a 3.5% inflation rate when developing cost estimates. Currently, ODOT is estimating inflation to be between 8-14%. **Figure 18 in Appendix A** displays the inflation rates ODOT has recommended be used to develop the cost estimates of future projects.

Table 1: State and Federal Program Funding Commitments

STATE and FEDERAL PROGRAMS	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
SAFETEA-LU											
Future Federal Funds											
Current TRAC Commitments											

5.4 Next Steps

In order for this project to proceed beyond Step 6, it needs to become a local and regional priority. This project provides the City of Cleveland and Northeast Ohio a unique opportunity. The majority of urban transportation projects in Ohio are focused on the rehabilitation or improvement of existing infrastructure, but this project takes a look at the bigger picture. It is not only about serving the traffic demands of the thriving University Circle area but also creating the opportunity to reshape a part of the city that has suffered from disinvestment. It could stimulate community and economic development thru improved access. The transportation solutions developed to this point improves the connections between the surrounding neighborhoods and local businesses, as well between the Interstate System and University Circle.

ODOT will continue to work with the City of Cleveland to develop the necessary economic analysis of the development benefits associated with the proposed roadway. In order for the benefits of this project to be realized by the city and other local stakeholders, the secondary benefits of the new roadway need to be examined. New access will provide opportunity to attract more business, and result in the expansion of existing businesses thus creating new jobs. The City of Cleveland and ODOT can work together to develop alternatives that are consistent with the City Wide Plan, as well as the local neighborhood plans.

The Cleveland Clinic, University Hospitals, and Case Western Reserve University and institutions continue to expand and redevelop areas in the University Circle area. These institutions attract people from all over Northeast Ohio and throughout the region. An improved transportation system in the study area will benefit their employees and visitors, and allow their vendors and expanding campuses opportunity to locate in the vicinity of this new roadway. Encouraging these institutions to support the project and assist in securing funding will help make this project a success.

6.0 Summary and Conclusions

In 2004, the Ohio Department of Transportation (ODOT) retained HNTB to conduct a study to improve access between the Cleveland area Interstate System and University Circle (PID Number 77333). This study includes refinement of Steps 1 through 4 and the completion of Steps 5 through 12 of ODOT's Project Development Process (PDP) for major projects. As such, it will include the formulation of a strategic plan, refinement of conceptual alternatives, development of feasible alternatives, recommendation of a preferred alternative, preliminary engineering and final design.

Purpose and Need

The goals for the Opportunity Corridor Study were developed by ODOT in response to the goals and objectives defined and approved for the Innerbelt Study. These goals were presented to the project steering committee for discussion and were approved at the first Opportunity Corridor committee meeting held on May 19, 2005. The approved goals were also presented to the Urban Core Projects Advisory Committee on June 9, 2005, where no objections were raised. The alternatives developed along the corridor must meet the following goals:

- Improve accessibility to and mobility between University Circle, the Interstate System, and neighborhoods
- Support community and economic development

Design Concept and Scope

The proposed roadway is recommended to be a local street opposed to freeway-type facility. The following components are recommended for inclusion in the design of this roadway:

- Local street
- At-grade, signalized intersections
- Bicycle and pedestrian accommodations on both sides
- 35 mph legal speed
- Limited driveways
- Landscaping
- Lighting
- Way finding elements

7.0 References

1. Beechwood, The Book by Jeffery Morris, Chapter 6: The Clark Avenue Freeway & I-271; www.clevelandmemory.org/SpecColl/beechwood/Chapt6.html
2. *Connecting I-490 to University Circle, An Examination of the Economic and Community Development Impacts of ODOT's East Side Alternatives on Affected City Neighborhoods and University Circle, February 2002* by Kristie Helfrich
3. *Boulevard Framework Study, Cleveland, Ohio.* Urban Design Associates, December 2004.
4. *Purpose and Need Statement, April 2003.* Cleveland Innerbelt Study - A Strategy for the Intelligent Renewal of the Transportation Infrastructure; B&N/URS
5. *Existing and Future Conditions Report, April 2004.* Cleveland Innerbelt Study - A Strategy for the Intelligent Renewal of the Transportation Infrastructure; B&N/URS
6. *A Strategic Investment Plan for Fairfax, March 2003.* Urban Design Associates

Appendix A

Strategic Plan Figures

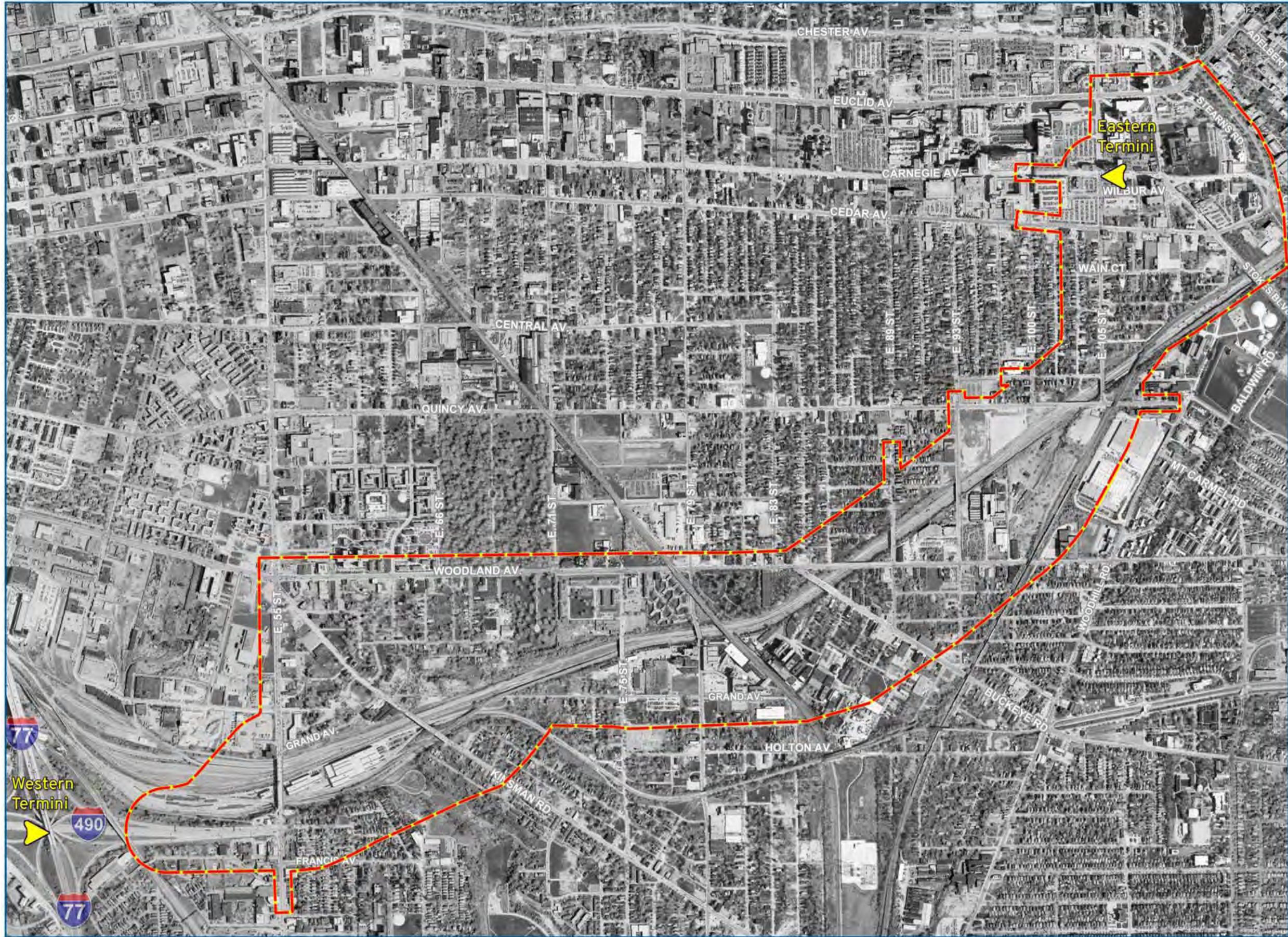


FIGURE 1: Study Area and Logical Termini

LEGEND

STUDY AREA BOUNDARY



SCALE: 1" = 1,200 FEET



HNTB



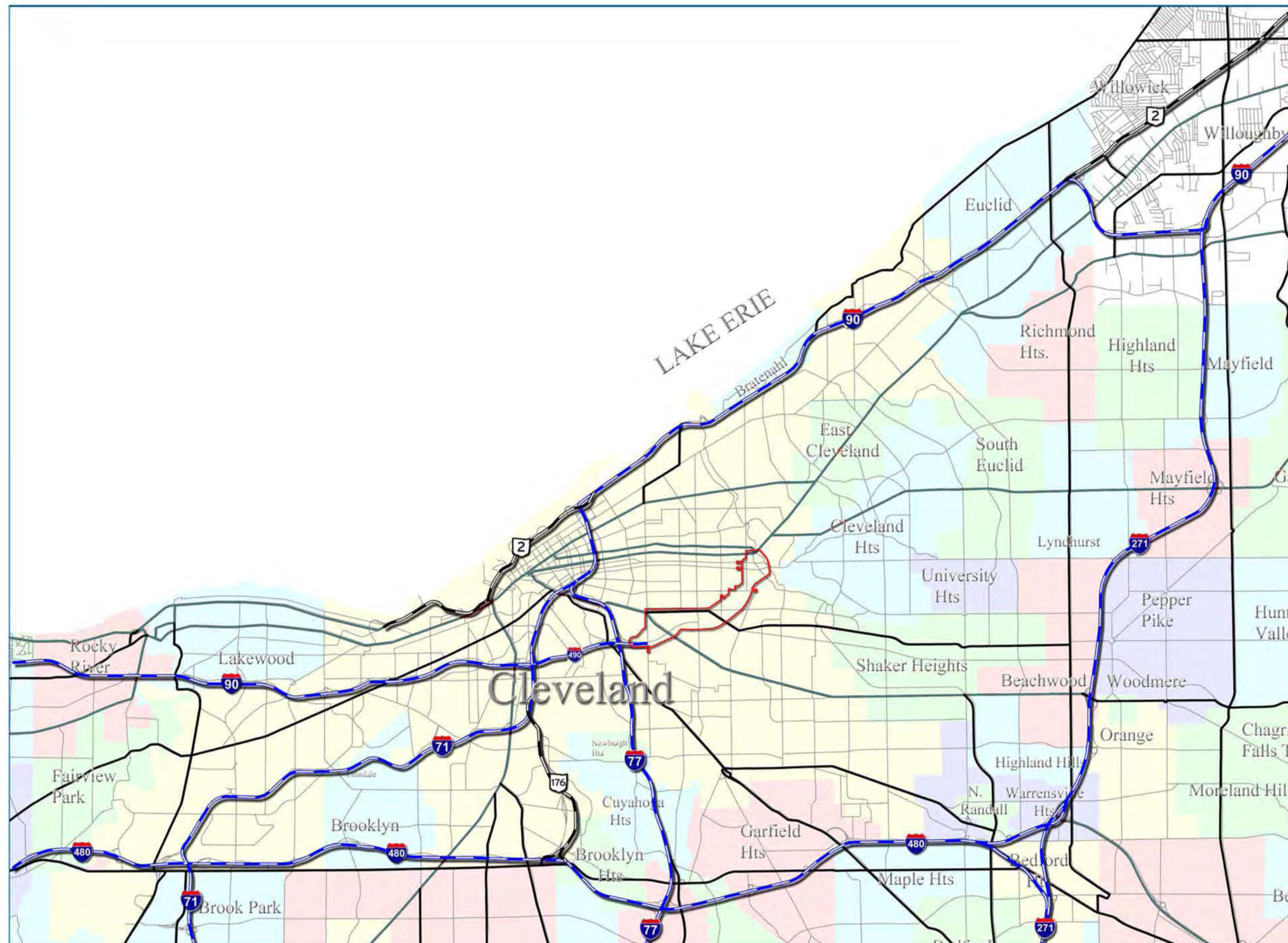


FIGURE 2: Cleveland Area Freeway System

LEGEND

- STUDY AREA BOUNDARY
- INTERSTATE
- STATE ROUTE - LIMITED ACCESS
- STATE ROUTE
- US ROUTE

SCALE: 1" = 10,000 FEET



HNTB



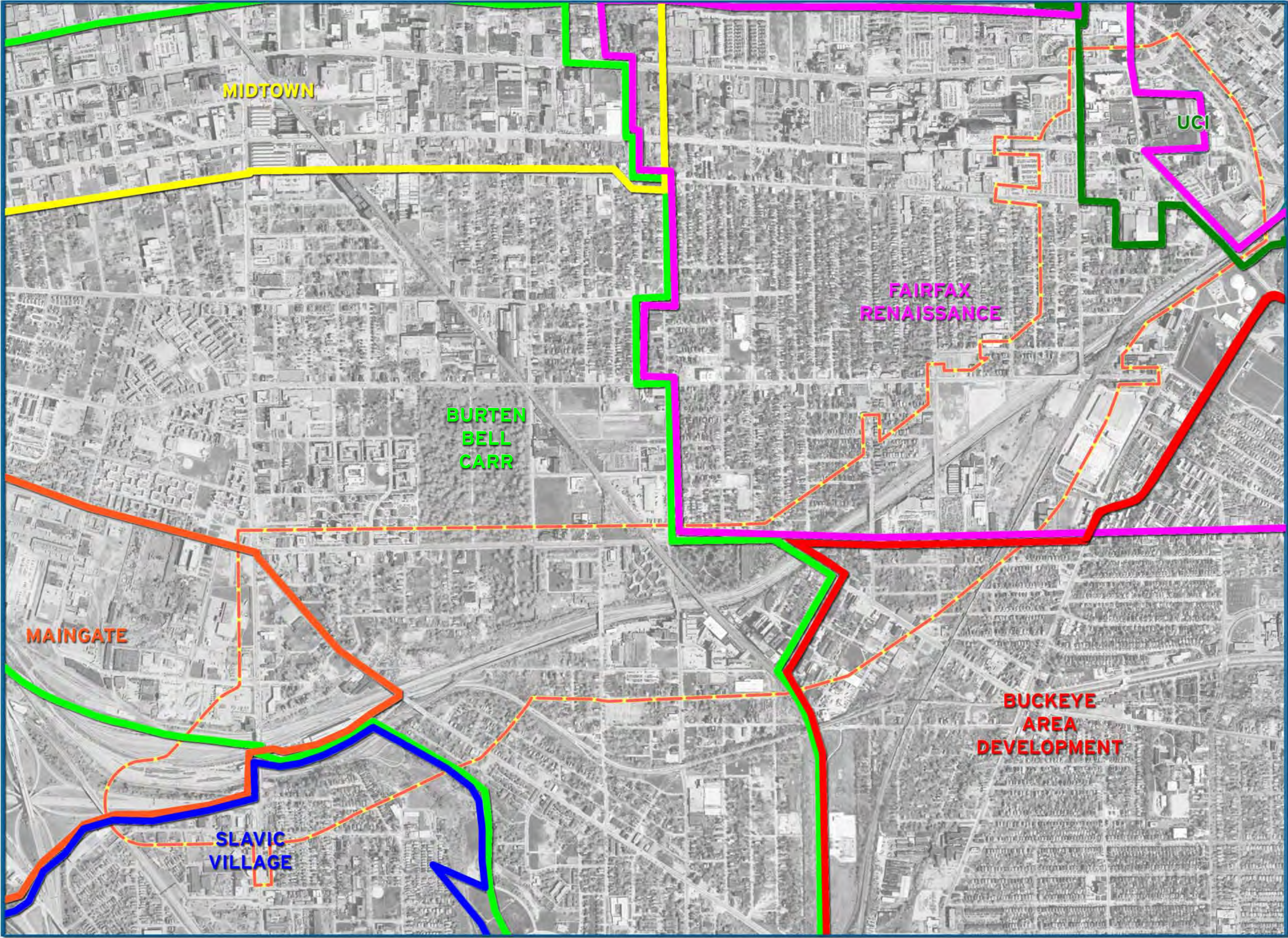


FIGURE 3: Community Development Corporation (CDC) Boundaries

LEGEND

- STUDY AREA BOUNDARY
- BURTEN BELL CARR
- BUCKEYE AREA DEVELOPMENT
- FAIRFAX RENAISSANCE
- MAINGATE
- MIDTOWN
- SLAVIC VILLAGE
- UCI

HNTB



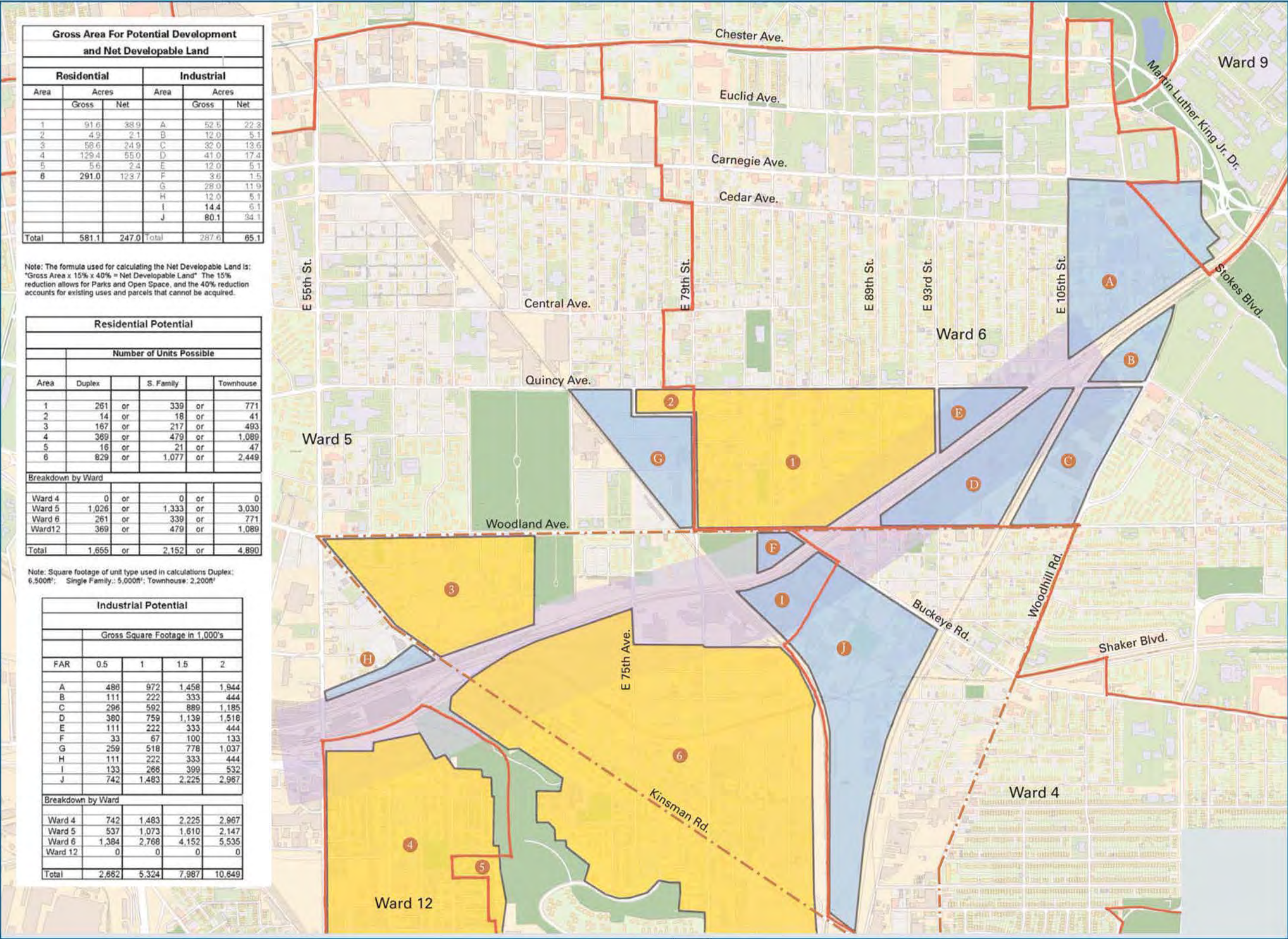


FIGURE 4: Forgotten Triangle/
Areas of Potential Development

LEGEND

- POTENTIAL INDUSTRIAL
 - POTENTIAL RESIDENTIAL
 - WARD BOUNDARIES
 - STUDY AREA
 - "FORGOTTEN TRIANGLE"
- NORTH

SOURCE: 2004 BOULEVARD FRAMEWORK
STUDY, URBAN DESIGN ASSOCIATES

HNTB





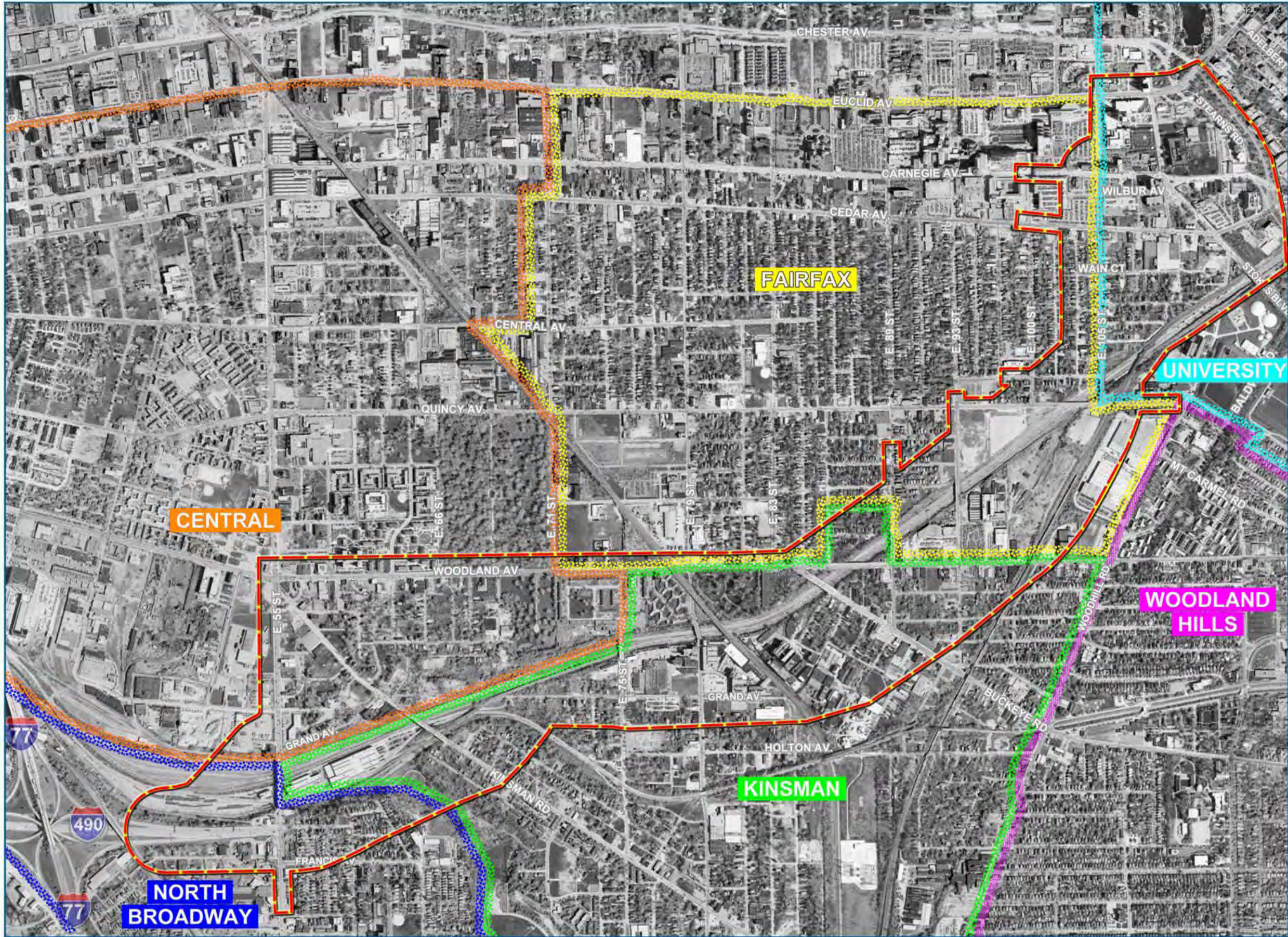


FIGURE 6: Statistical Planning Area (SPA) Boundaries

LEGEND

STUDY AREA BOUNDARY

STATISTICAL PLANNING AREAS

- Central
- Fairfax
- Kinsman
- North Broadway
- Woodland Hills
- University

SCALE: 1" = 1,200 FEET



SOURCE: CITY OF CLEVELAND PLANNING COMMISSION

HNTB



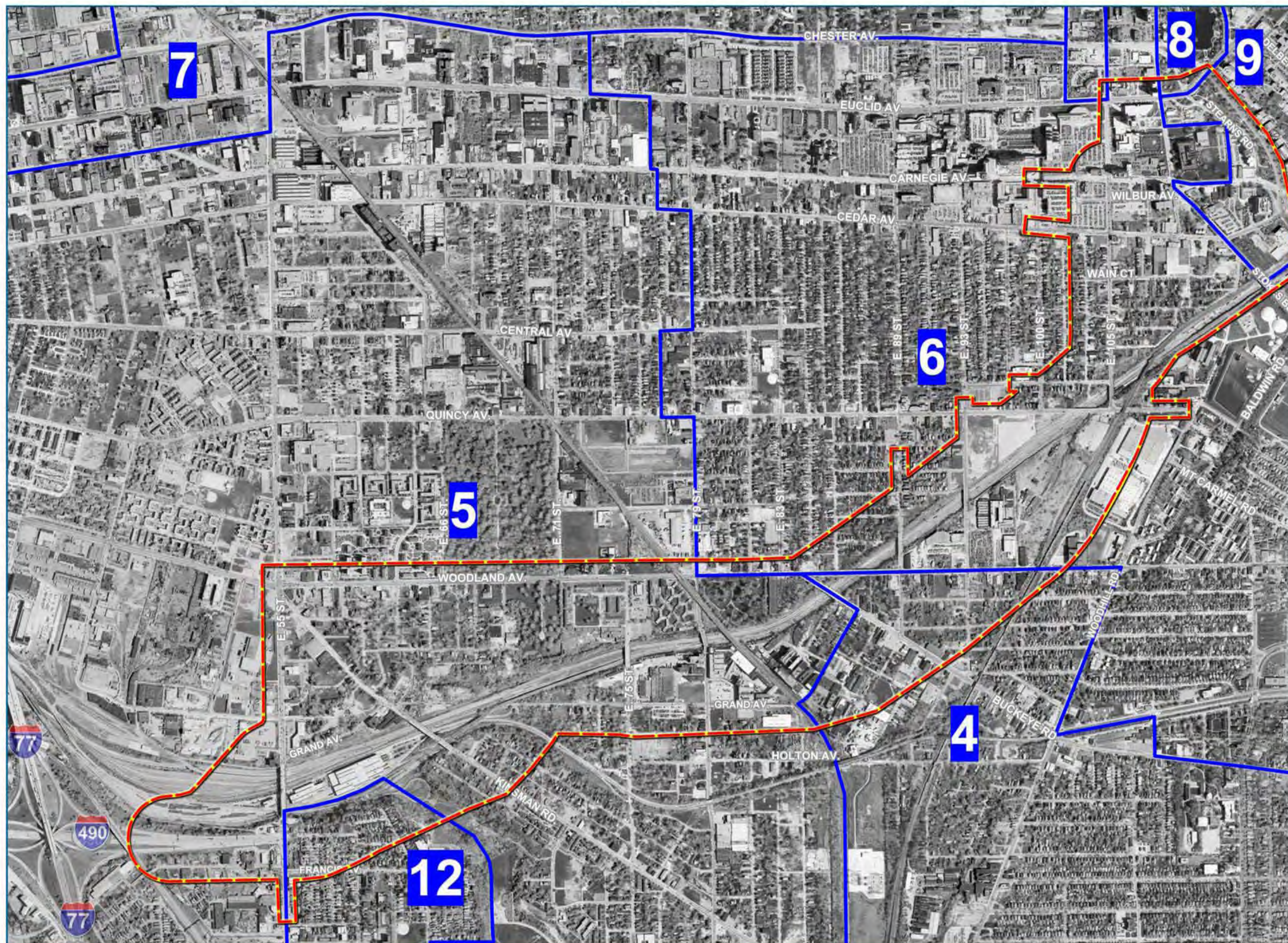


FIGURE 7: City of Cleveland Ward Boundaries

LEGEND

STUDY AREA BOUNDARY

COUNCIL WARDS

2006 COUNCIL

- 4 Kenneth L. Johnson
- 5 Phyllis Cleveland
- 6 Patricia J. Britt
- 7 Fannie M. Lewis
- 8 Sabra Pierce Scott
- 9 Kevin Conwell
- 12 Anthony Brancatelli

SCALE: 1" = 1,200 FEET



SOURCE: CLEVELAND CITY COUNCIL,
CITY OF CLEVELAND PLANNING
COMMISSION

HNTB



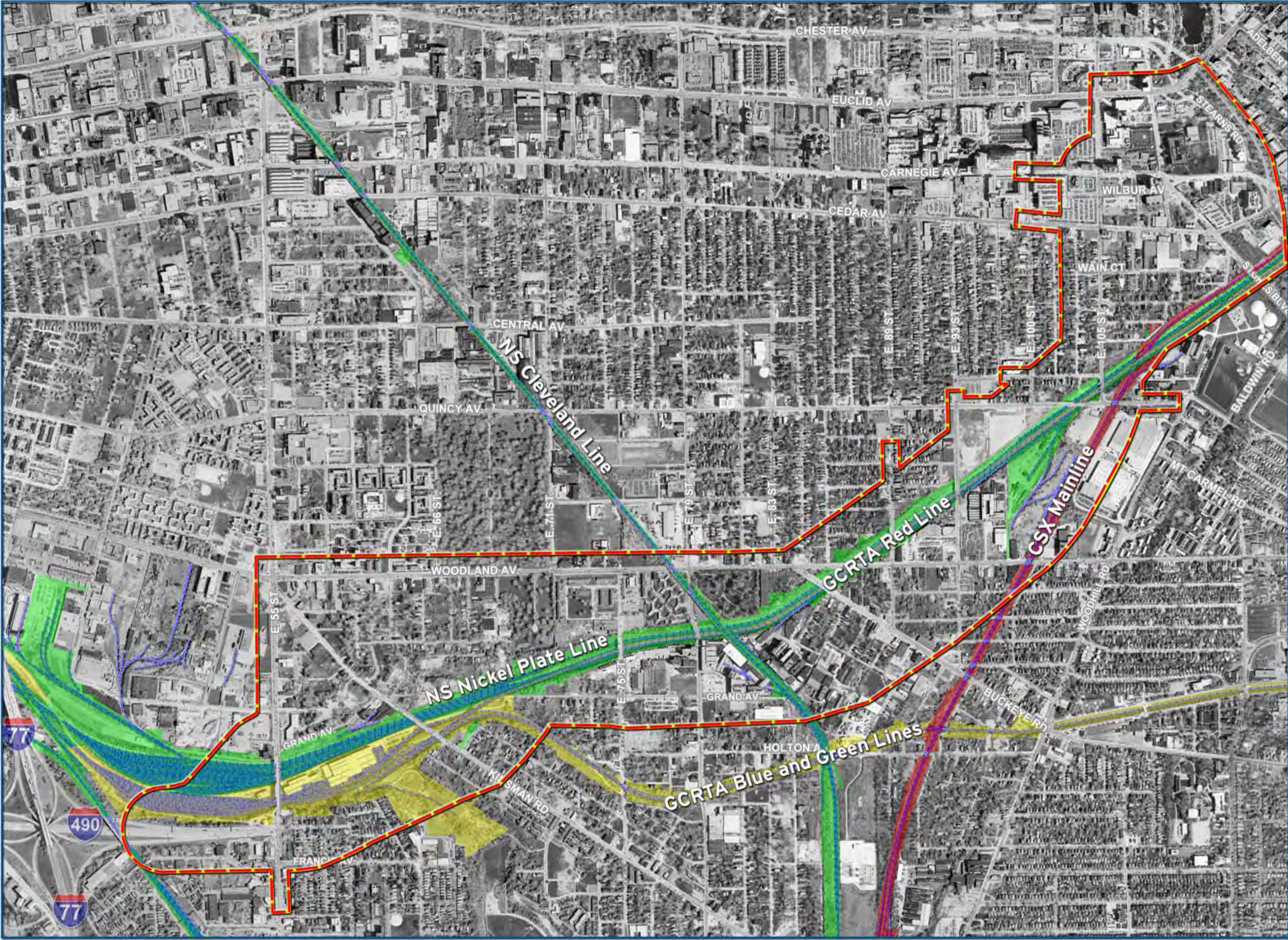


FIGURE 8: Study Area Rail Ownership

LEGEND

- STUDY AREA BOUNDARY
- RAIL LINES
 - GCRTA
 - NORFOLK AND SOUTHERN
 - CSX

SCALE: 1" = 1,200 FEET



SOURCE: CUYAHOGA COUNTY AUDITOR, GCRTA

HNTB



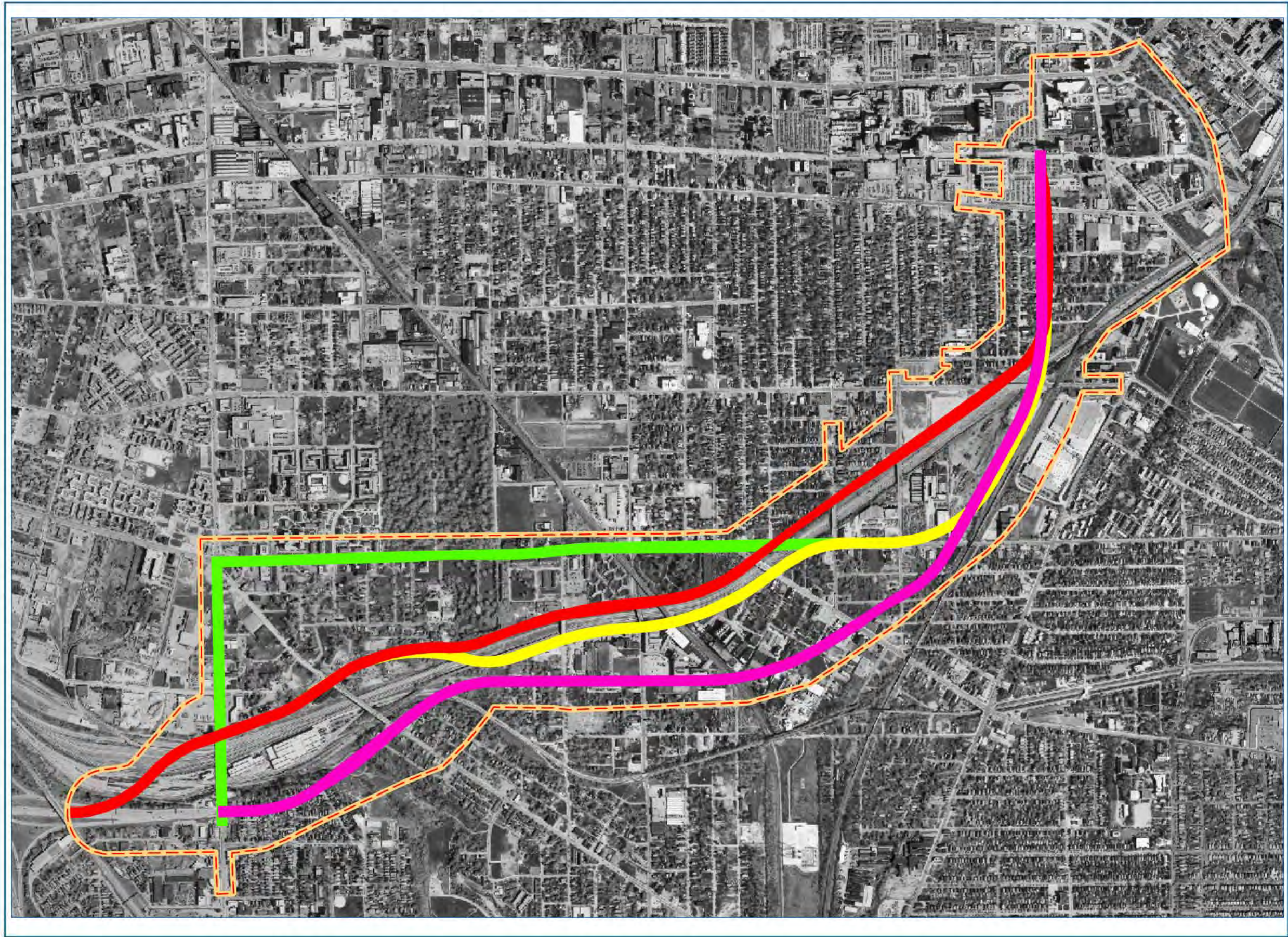


FIGURE 9: Preliminary Alternatives

- Legend**
- Environmental Limits
 - Alternative 1
 - Alternative 2
 - Alternative 3
 - Alternative 4

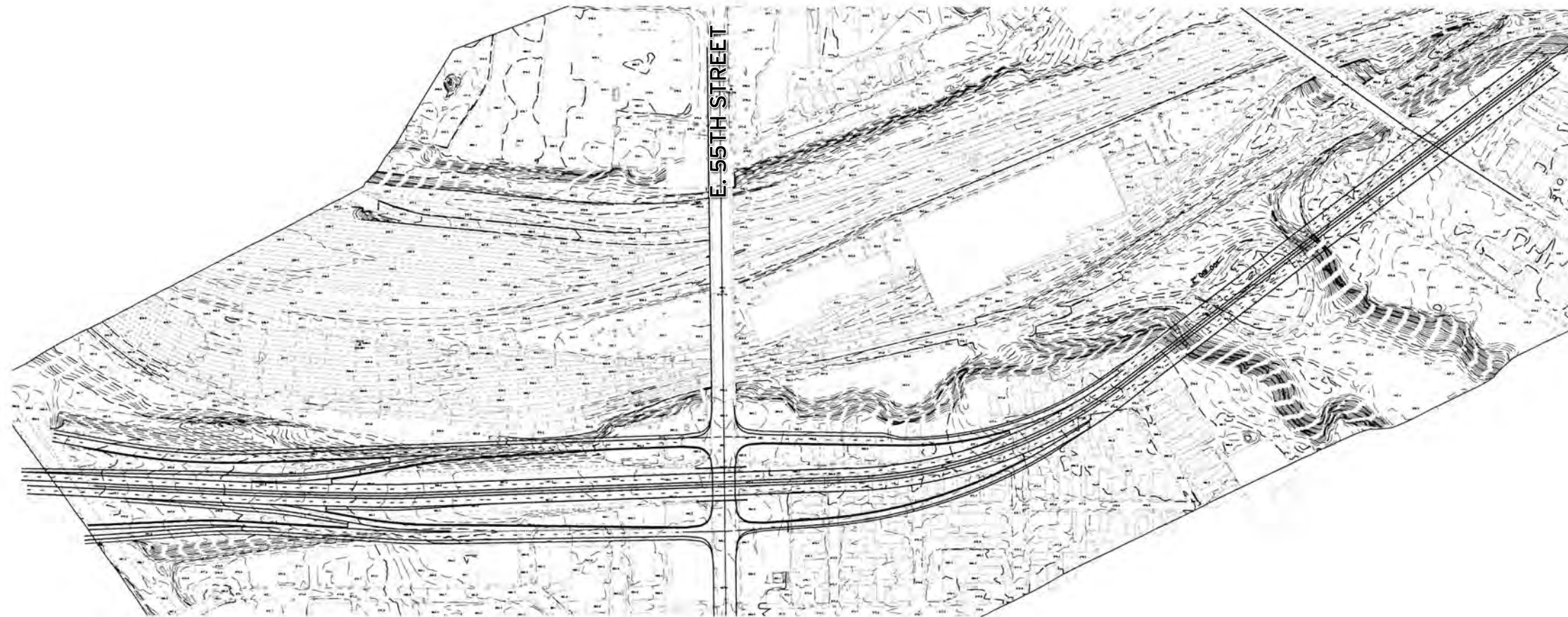
1" equals 1,200'



10/2005



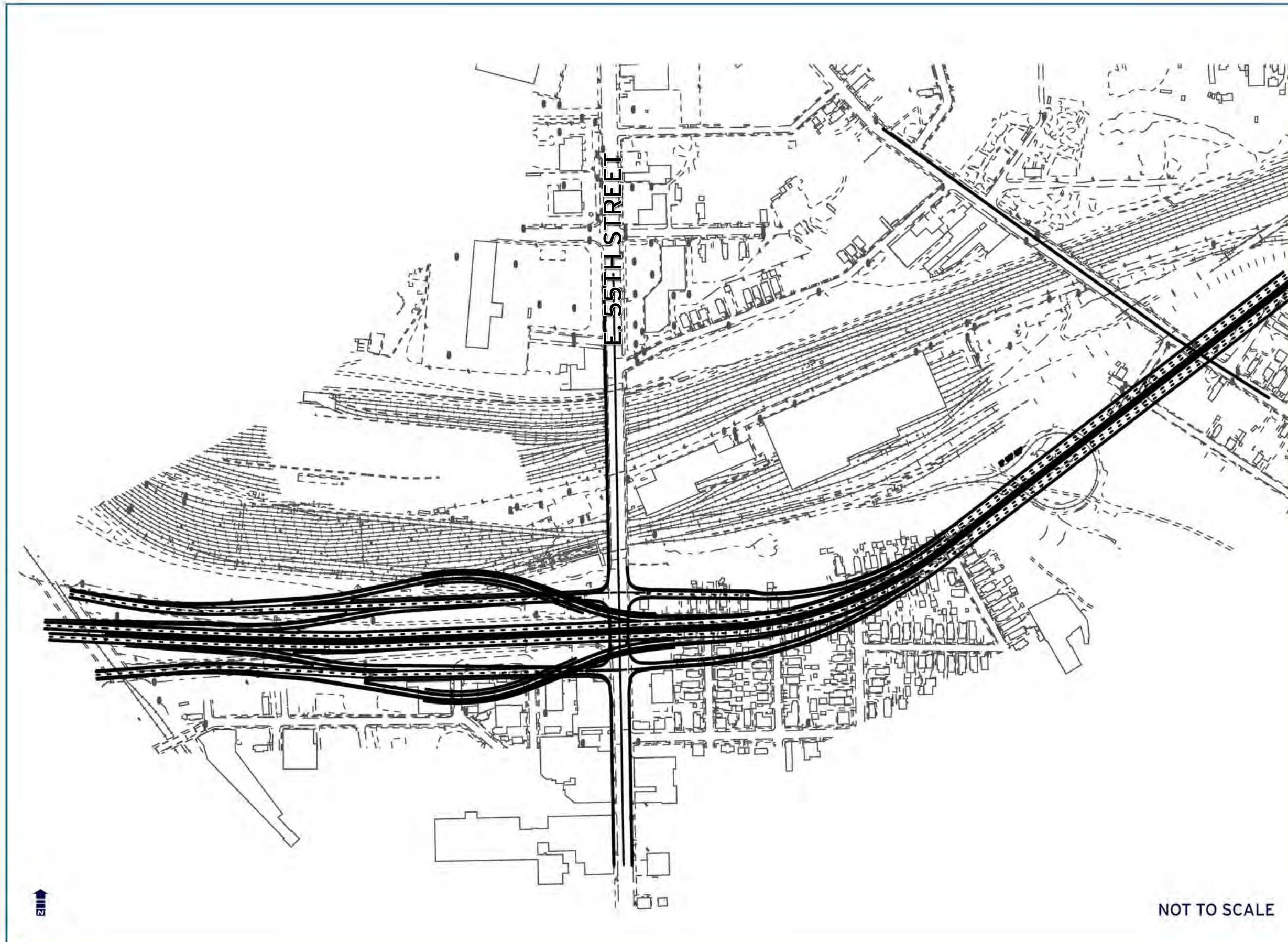
FIGURE 10: Conventional Diamond Interchange



HNTB



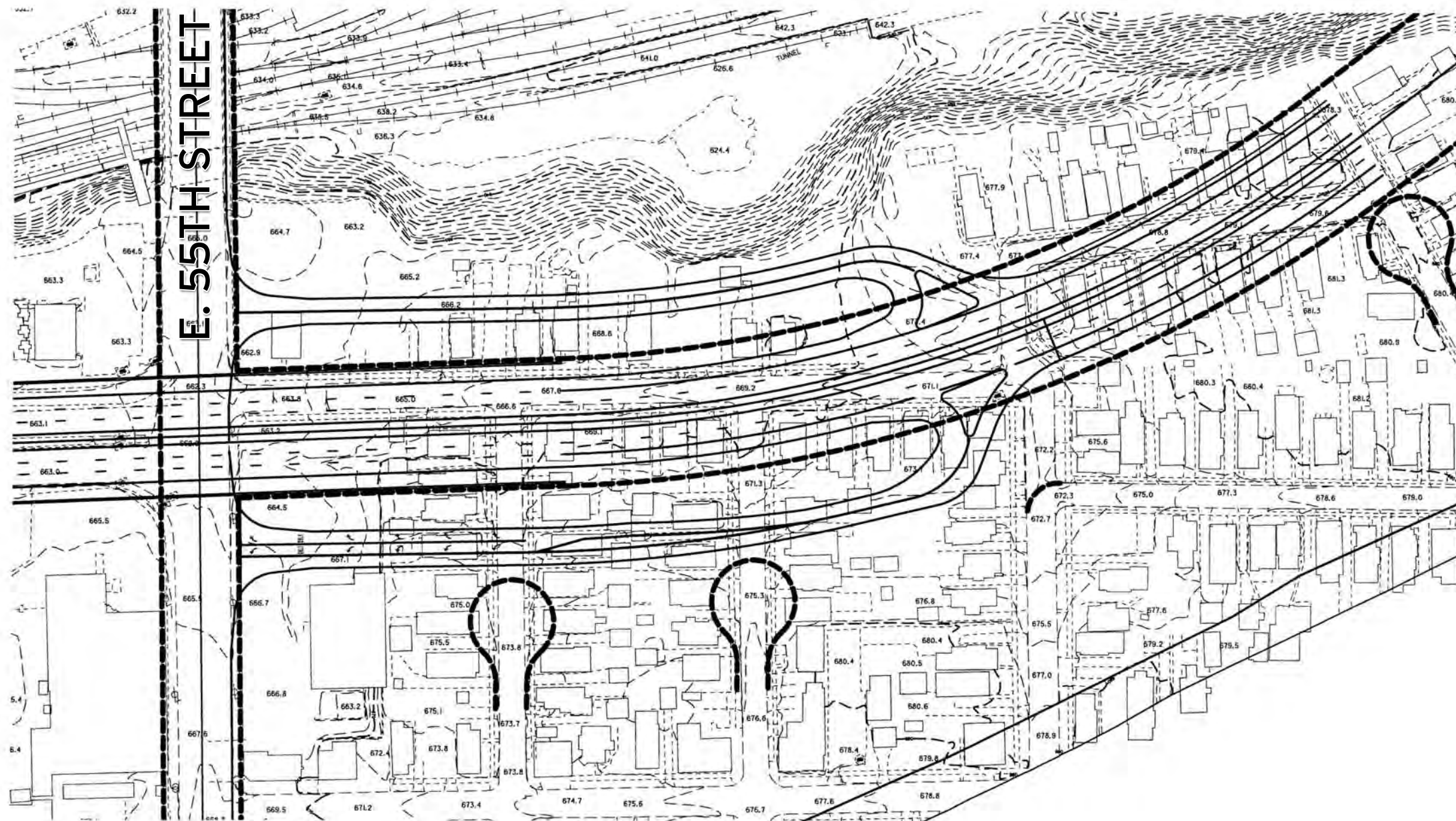
FIGURE 11: Braided Diamond Interchange



HNTB



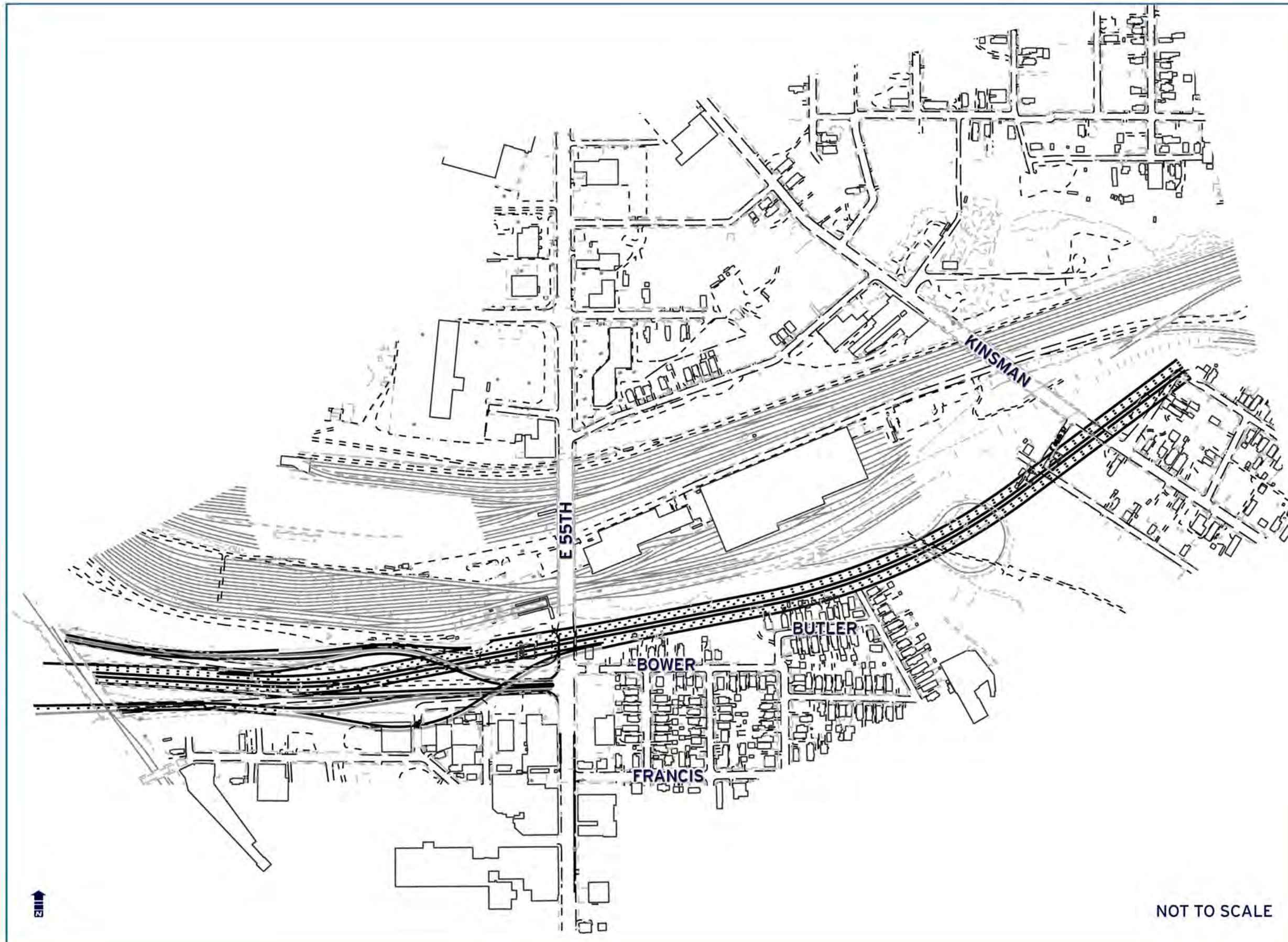
FIGURE 12: Parkway Interchange



HNTB



FIGURE 13: Grade Separated Interchange - South



HNTB



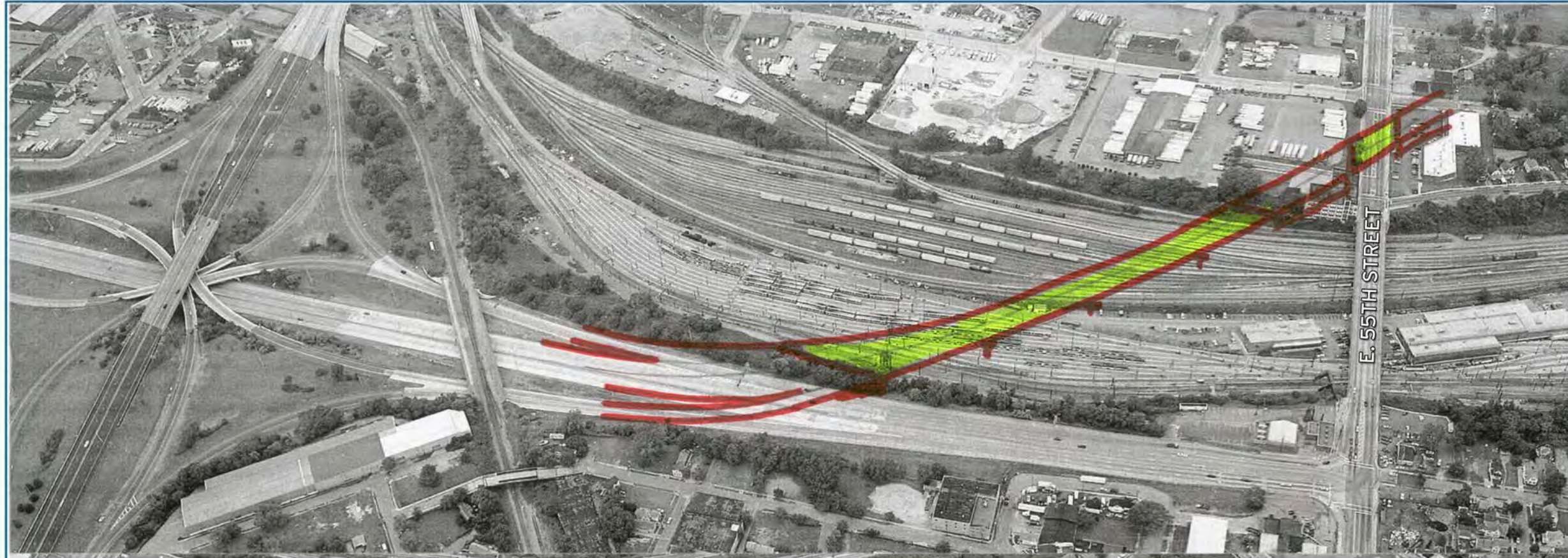
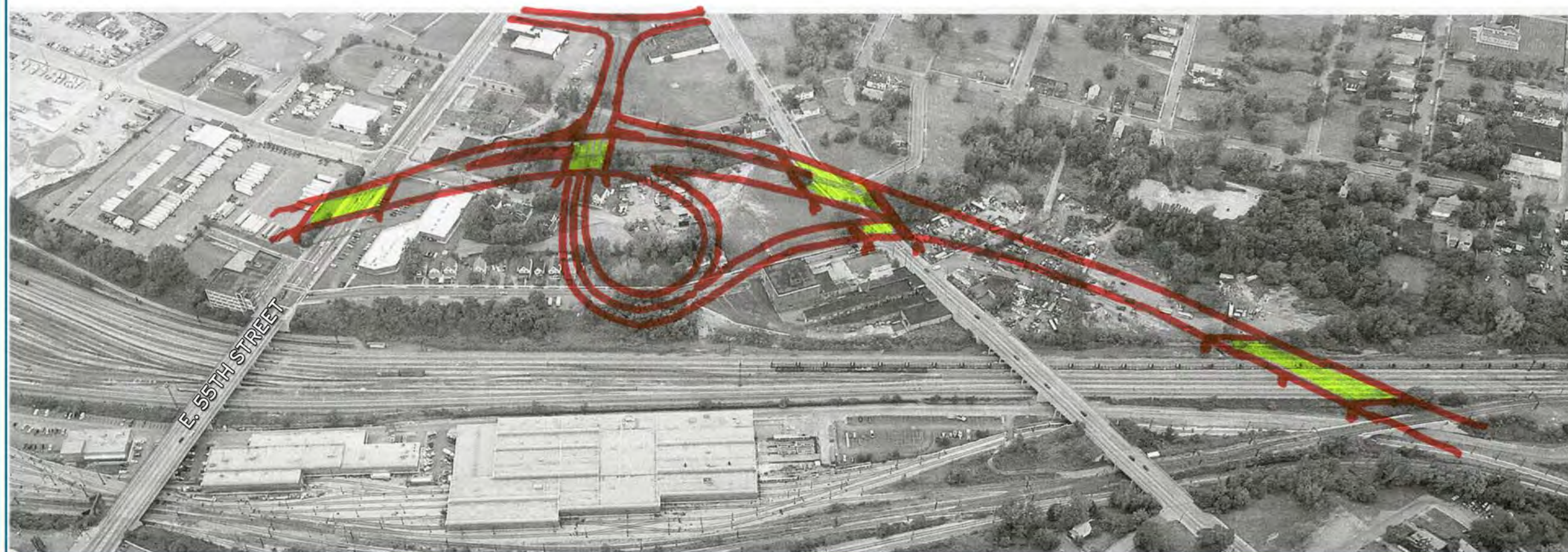


FIGURE 14: Grade Separated Interchange - North



HNTB



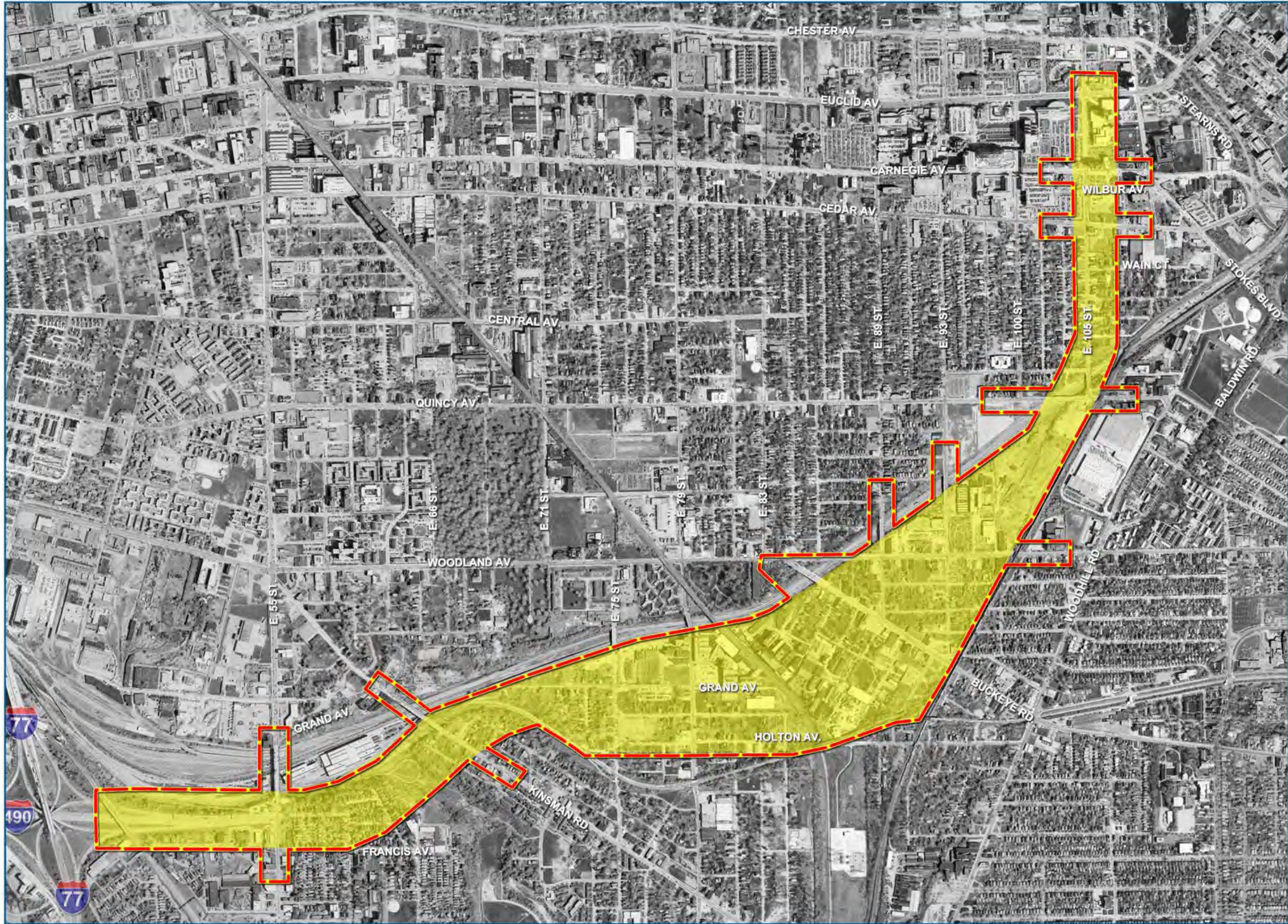


FIGURE 15: Recommended Corridor for Further Study

LEGEND

STUDY AREA BOUNDARY

RECOMMENDED CORRIDOR FOR STEPS 5 AND 6

SCALE: 1" = 1,200 FEET



HNTB



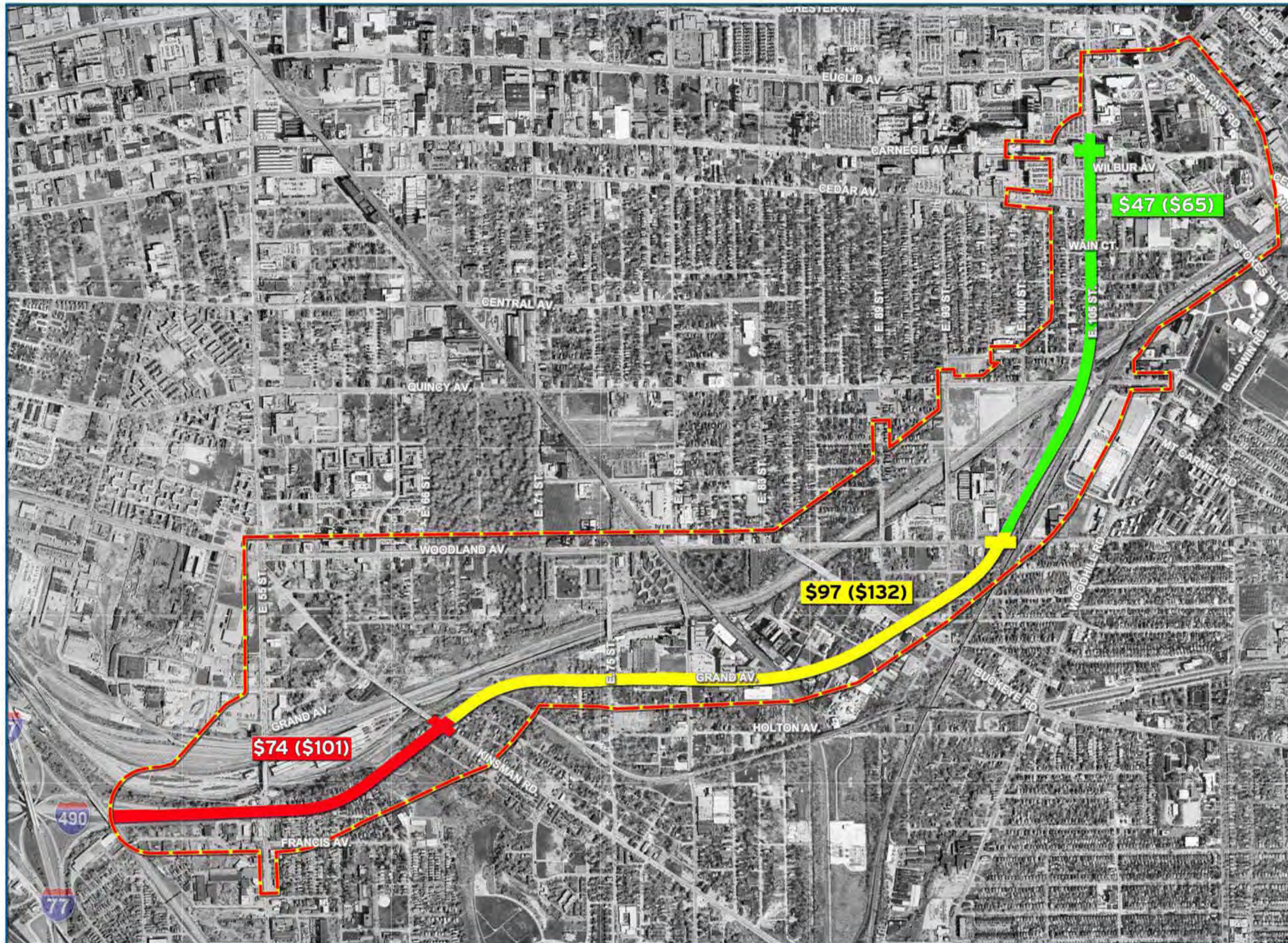


FIGURE 16: Potential Construction Contracts

LEGEND

- STUDY AREA
- I-490 TO KINSMAN
- KINSMAN TO WOODLAND
- WOODLAND TO CARNEGIE
- \$XX 2006 COST IN MILLIONS
- (\$XX) YEAR OF EXPENDITURE COST IN MILLIONS*

*BASED ON 2010 - 2013 ROW;
2012 - 2014 CONSTRUCTION

SCALE: 1" = 1,200 FEET



MAY 2006

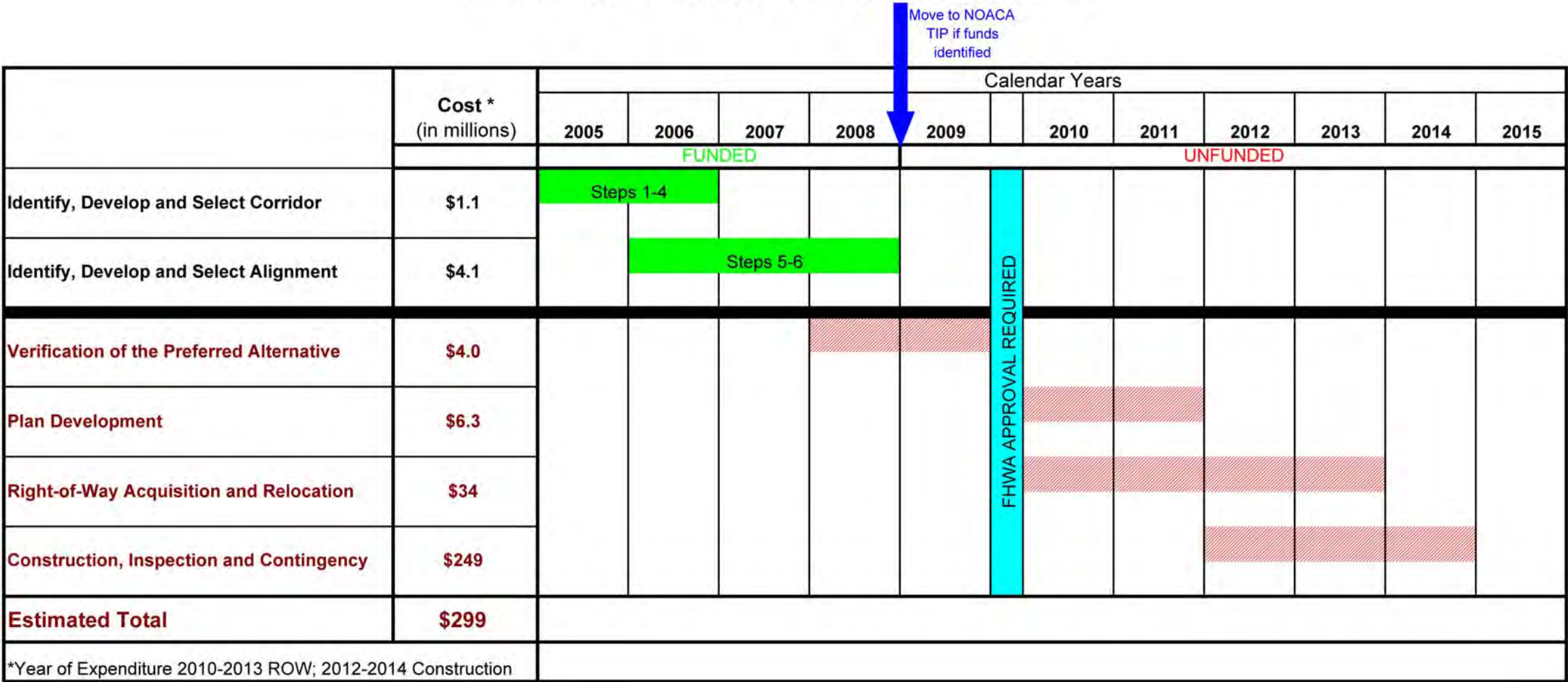
HNTB



FIGURE 17: Potential Implementation Schedule

DRAFT

FULL IMPLEMENTATION SCHEDULE



HNTB



FIGURE 18: ODOT Recommended Inflation Rates

Updated Predicted Cost Inflation FY07-FY11

	FY07	FY08	FY09	FY10	FY11
High	14.0%	7.0%	6.0%	5.5%	5.5%
Mid	11.5%	6.0%	4.5%	4.0%	4.0%
Low	8.0%	4.0%	3.5%	3.0%	3.0%

Inflationary Compounded Growth

From Mid	11.5%	18%	24%	28%	34%
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1. The predictions in the Table are based upon our experience and understanding of the changes affecting the construction industry in Ohio. BART sourced information from its own ODOT construction cost index and from outside construction analysts whom it believed had relevant information to contribute to developing these predictions.
2. We believe that the most important cost drivers of construction cost inflation for the next five years will be energy, steel, and cement. Unlike many other construction materials, these items are impacted by international influences which are difficult to predict.

Ohio Department of Transportation



7/20/2006

HNTB



Appendix B

Innerbelt Scoping and Opportunity Corridor Committee Members

**Cleveland Innerbelt Study
Official Scoping Committee Members**

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DeVaul, Randy
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Ettinger, Joel P.
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Maier, Howard
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Northeast Ohio Areawide Coordinating Agency

Marinucci, Joe
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McKenzie, Ryan
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St. Augustine Church

Motl, John
Ohio Department of Transportation

Mueller, Tim
City of Cleveland, Chief Development Officer

Ohlheiser, Peter
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AAA Ohio Motorist Association

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Maingate Business Development Corporation

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Cleveland City Council

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Pressler, James W.
Flats Oxbow Association

Reed, Rhonda
Federal Transit Authority

Ricchiuto, Mark
City of Cleveland

Riley, William
Mt. Sinai Ministries

Rybka, Edward W.
Cleveland City Council

Santiago, Joseph
Tremont West Development Corporation

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Selhorst, Matt
Ohio Department of Transportation

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Ohio Department of Transportation

Alternate: Brooker, Kelly
Ohio Department of Transportation

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Strnisha, Stephen J.
Cleveland Tomorrow

Stumpe, Lester
Northeast Ohio Regional Sewer District

Swander, Diane
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St. Clair-Superior Neighborhood Development Association

Alternate: Vicki Peterlin
St. Clair-Superior Neighborhood Development Association

Tramble, Tim
Bell Burton Carr Development Corporation

Walcott, Jerome
Commission on Catholic Community Action

Whitney, William
Detroit Shoreway Community Development Organization

Wilbur, John
Ohio City Near West Development Corporation

Yablonsky, Tom
Historic Gateway Neighborhood Corporation
Historic Warehouse District Development Corporation

Zone, Matt
Cleveland City Council

Convention & Visitor Bureau of Greater Cleveland

Alternate: Schumate, Glen
Convention & Visitor Bureau of Greater Cleveland

Opportunity Corridor Committee Members

Last Name	First Name	Agency
Abbott	David	Gund Foundation
Al-Lozi	Mahmoud	NOACA
Armstrong	Mike	FHWA
Baxter	Robert	BioEnterprise
Benedict	Jim	UHC
Berry	Debbie	University Circle Incorporated (UCI)
Bertsch	Robert	City of Cleveland - Economic Development
Brancatelli	Anthony	Cleveland City Council - Ward 12
Britt	Patricia	Cleveland City Council - Ward 6
Brown	Bob	Cleveland City Planning Commission
Brown	Robin	City of Cleveland - Economic Development
Campbell	Ben	Slavic Village Development Corporation
Caraballo	Millie	Cleveland Industrial Retention Initiative (CIRI)
Carney	Margaret	Case Western Reserve University
Chema	Thomas	Hiram College
Cierebiej	Mary	HNTB Ohio, Inc.
Cleveland	Phyllis	Cleveland City Council - Ward 5
Collier	Freddy	Cleveland City Planning Commission
Coyle	David	ODOT, District 12
Cross	Andy	City of Cleveland Traffic Engineering
Eaton-Johnson	Vickie	Fairfax Renaissance Development Corporation
Eckner	Ron	NOACA
Enty	Richard	GCRTA
Evans	Bryan	University Circle Incorporated (UCI)
Failor	Gary	Cleveland-Cuyahoga County Port Authority
Fields	Marka	Cleveland City Planning Commission
Fitch	Geoff	CIRI - Region I
Frantz	Scott	City of Cleveland Planning Commission
Furio	Brooke	US EPA/City of Cleveland
Goldberg	David	Ohio Savings Bank



Opportunity Corridor Committee Members

Last Name	First Name	Agency
Hamilton-Brown	Terri	National City Bank
Haviland	James	Midtown Cleveland
Hebebrand	Craig	ODOT D-12
Hoffman	Larry	ODOT, Central Office
Hopkins	John	Buckeye Area Development Corporation
Horwitz	Ralph	Case Western Reserve University
Hummer	Lora	ODOT, District 12
Husani	Jamal	Cuyahoga County Engineer
Huth	Greg	City of Cleveland
Ireland	Jamie	Early Stage Partners LP
Jackimowicz	Bob	Cleveland City Council
Jackson	Frank	Mayor - City of Cleveland
Janik	Deb	Greater Cleveland Partnership
Jaquay	Robert	Gund Foundation
Jones	Trevor	Biomec Inc.
Jones	Peter Lawson	Cuyahoga County
Kittredge	Marie	Slavic Village Development Corporation
Kuri	Lillian	The Cleveland Foundation
Loessin	Bruce	Cleveland Clinic Foundation
Maier	Howard	NOACA
Mavec	Robert	City of Cleveland Traffic Engineering
McNitt	Richard	Cuyahoga County Commissioners Office
Motl	John	ODOT D-12
Napoli	Augie	Cleveland Clinic Foundation
Newman	Roland	Cleveland Clinic Foundation
Peacock	William	Cleveland Clinic Foundation
Perotti	Constance	Maingate
Posius	Claire	Cleveland City Planning Commission
Reeves	Bob	University Circle Incorporated (UCI)
Reichtell	Bobbi	Neighborhood Progress Inc.



Opportunity Corridor Committee Members

Last Name	First Name	Agency
Riley	William	Mt. Sinai Baptist Church/Mt. Sinai Ministries
Ronayne	Chris	University Circle Incorporated (UCI)
Rybka	Edward	City of Cleveland Building and Housing
Samuels	Frank	Governor's Science and Technology Advisor
Schipper	Mike	Greater Cleveland Regional Transit Authority (GCRTA)
Scott	Kim	Burten, Bell, Carr Development Corporation
Shafran	Joseph	Paran Management Company
Shah	Baiju	BioEnterprise
Silliman	Ken	City of Cleveland Office of the Mayor
Standley	Steven	University Hospitals Health Systems
Talbot	Jay	The Cleveland Foundation
Tramble	Tim	Burten, Bell, Carr Development Corporation
Tubbs Jones	Stephanie	US House of Representatives
Wahl	Matt	HNTB Ohio, Inc.
Wasik	Jomarie	City of Cleveland Public Service
Wheeler	John	Case Western Reserve University
Whelan	Ned	Whelan Communications
Whitfield	Anthony	Fairfax Renaissance Development Corporation
Zohn	Patrick	Gateway Consultants



Appendix C

Committee Meeting and Workshop Materials



Agenda

Date: May 19, 2005
Time: 7:30 a.m.
Location: NOACA Board Room
Attendees: CUY-Opportunity Corridor Committee
Re: CUY-Opportunity Corridor PID 77333

<u>Time</u>	<u>Topic</u>
7:30 - 8:00	Welcome and Introductions <ul style="list-style-type: none">• Project Overview• Study Area• Project History/Background Purpose of the OC Committee <ul style="list-style-type: none">• Policy Group• Working Group
8:00 - 8:20	Study Overview <ul style="list-style-type: none">• Scope/Schedule• Project Implementation• Preliminary Concepts
8:20 - 8:30	Confirmation of Problems and Needs <ul style="list-style-type: none">• Summary of Previous Discussions
8:30 - 8:40	Goals and Objectives of the Study <ul style="list-style-type: none">• Overview of Draft Goals and Objectives• Discussion and Confirmation
8:40 - 8:55	Strategic Plan <ul style="list-style-type: none">• Project to be Advanced• Project Sponsors, Funding
8:55 - 9:00	Next Steps <ul style="list-style-type: none">• Committee Workshop #1: June 16th - 8 a.m. to noon• Comments/questions



WELCOME

Opportunity Corridor Committee Meeting #1

May 19, 2005

HNTB

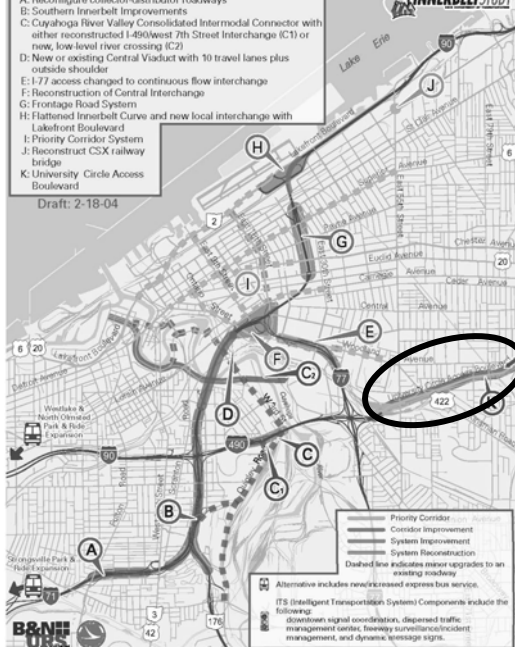
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May 19, 2005

Recommended Design Concept & Scope

- A: Reconfigure collector-distributor roadways
- B: Southern Innerbelt Improvements
- C: Cuyahoga River Valley Consolidated Intermodal Connector with either reconstructed I-490/Leest 7th Street Interchange (C1) or new, low-level river crossing (C2)
- D: New or existing Central Viaduct with 10 travel lanes plus outside shoulder
- E: I-77 access changed to continuous flow interchange
- F: Reconstruction of Central Interchange
- G: Frontage Road System
- H: Flattened Innerbelt Curve and new local interchange with Lakeland Boulevard
- I: Priority Corridor System
- J: Reconstruct CSX railway bridge
- K: University Circle Access Boulevard

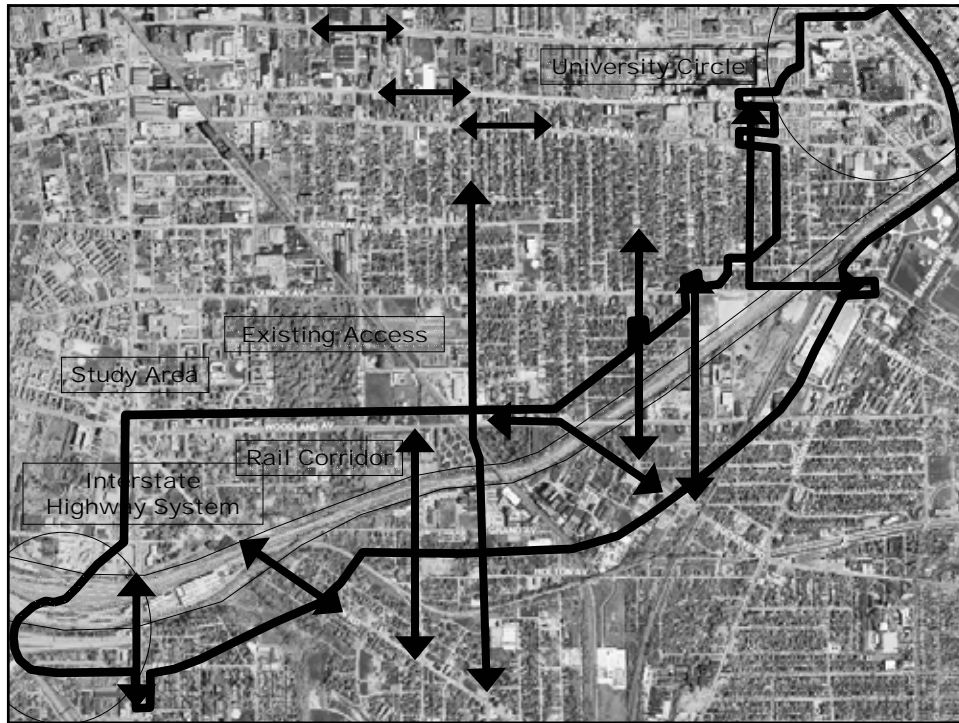
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HNTB

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Project History




- Project Background/History
 - Clark Freeway (1950's)
 - Bedford Freeway (1970's)
 - WECO Roadway (early 1980's)
 - SR 87A (late 1980's)




May 19, 2005

Project History

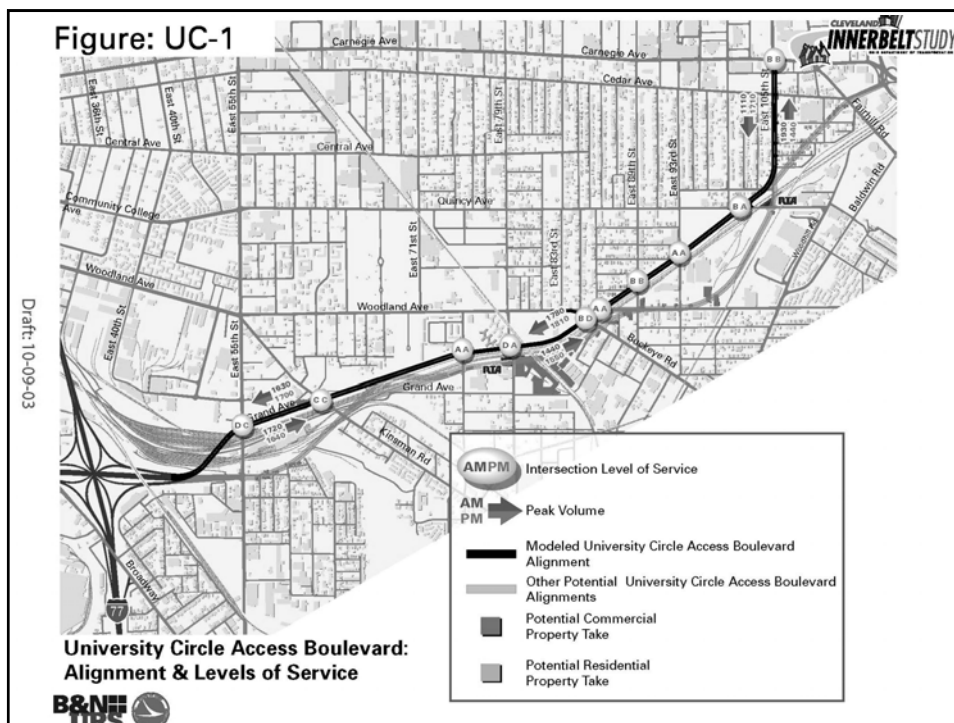


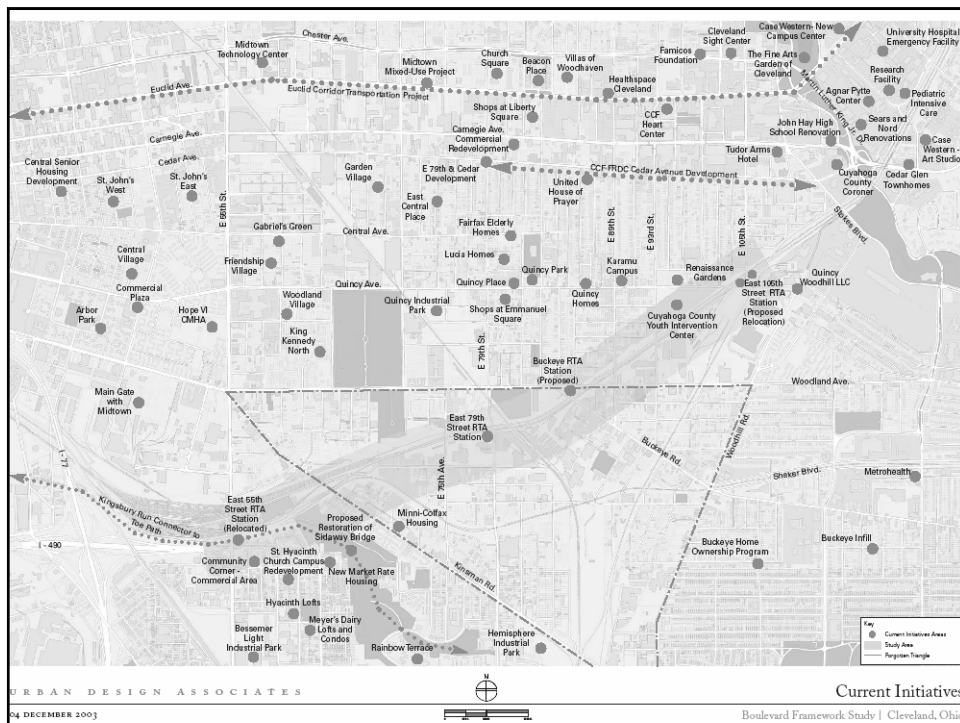
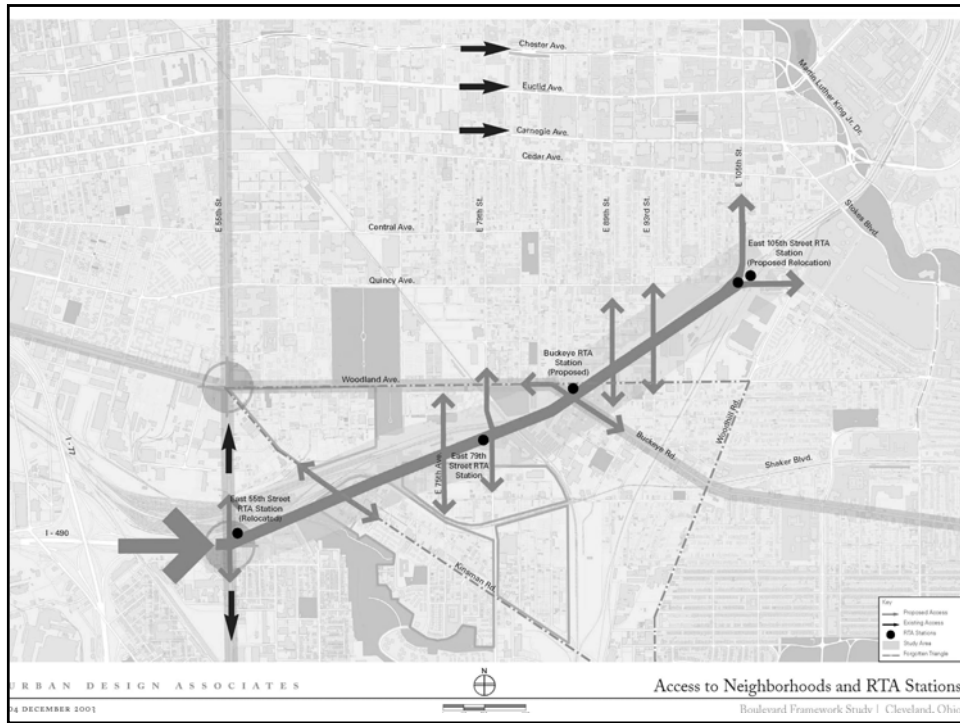
- Project Background/History (continued)
 - Generation Foundation Study
 - Innerbelt / University Circle Access Boulevard
 - Urban Design Associates Study
 - Opportunity Corridor




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May 19, 2005






**Potential
Development**

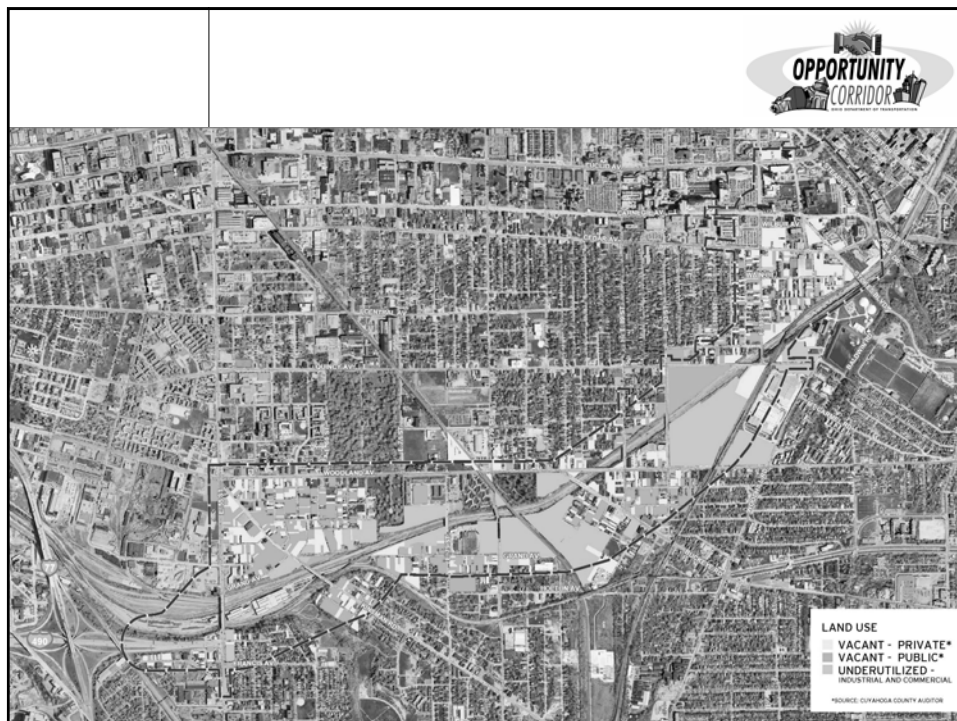


- UDA Study - Potential Development Areas within the immediate area
 - 869 gross acres of land
 - 581 gross acres of residential land
 - 288 gross acres of industrial land
 - 312 acres of developable land
 - 247 acres of residential land
 - 65 acres of industrial land
 - Allows for parks and open spaces and existing uses





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May 19, 2005



Purpose of Committee







- Purpose of OC Committee
 - Working Group
 - Policy Group

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Scope and Schedule





- Project Scope and Schedule
 - 2005
 - Purpose & Need
 - Goals & Objectives
 - Design Concept & Scope
 - 2006
 - Identify & Evaluate Alternative Alignments
 - Select Preferred Alternative

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FULL IMPLEMENTATION SCHEDULE

	Cost (in millions)	2005	2006	2007	2008	2009	2010	2011	2012
Identify, Develop and Select Corridor	\$1.1								
Identify, Develop and Select Alignment	\$4.2								
Verification of the Preferred Alternative	\$3.5								
Plan Development	\$6.0								
Right-of-Way Acquisition and Relocation	\$20.0								
Construction, Inspection and Contingency	\$176.0								
Estimated Total	\$211								

*Cost based on Innerbelt Study estimates adjusted to year of expenditure

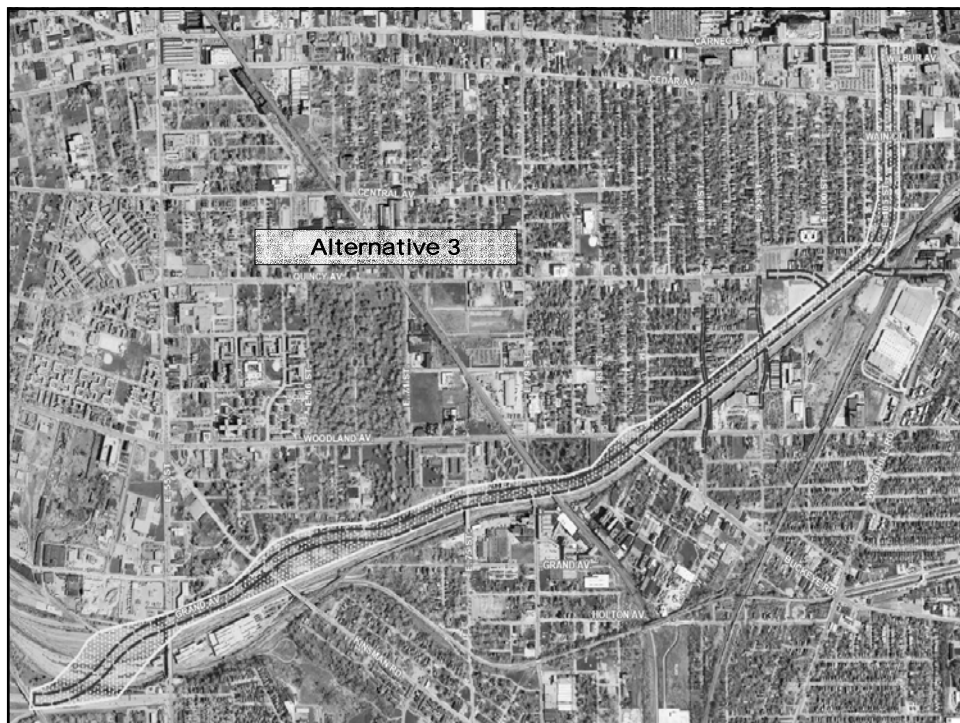


Conceptual
Alternatives

Conceptual Alternatives Development











**Problems
and Needs**




- Most Important Problems/Needs in the Corridor
 - Access and Mobility
 - To/from University Circle, Neighborhoods along the Corridor, and the Interstate Highway System
 - Economic and Community Development
 - Vacant Buildings/Land
 - Underutilized Buildings/Land
 - Tax Base (Limited)



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**Project
Goal**



- **Goal 1 - Accessibility**
 - Providing access to destinations is a basic objective of a transportation system. This goal measures the ability of a user to access jobs, services, goods or other parts of the transportation system. This goal is usually viewed from the user's perspective.


It poses questions such as: can I get where I want to go? Is it direct? Is it the shortest route? It also addresses the issue of service provisions (e.g. Is transit available?) or service availability (e.g. Is there adequate parking at the end of the trip?).




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Accessibility



- **Objective**
 - Improve access to University Circle employment, healthcare, education and cultural venues.
 - Improve access to the Interstate Highway System.
 - Improve access to the neighborhoods located along the corridor (approximated by the existing railroad corridor).




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Project Goal

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- **Goal 2 – Mobility**
 - Mobility measures the relative ease or difficulty of the trip that a user is able to make. This goal usually encompasses congestion, trip characteristics (time, length), and availability of other means of travel (e.g. transit).

Congestion is an example of a condition that delays a trip that otherwise has outstanding access. Mobility also addresses service levels, for example, frequency of transit service.

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May 19, 2005

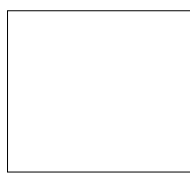
Mobility

HNTB



- **Objective**
 - Improve mobility (reduce travel time and trip length) between the Interstate Highway System and University Circle.
 - Improve mobility (reduce travel time and trip length) between the neighborhoods located along the corridor (approximated by existing railroad corridor) and University Circle.
 - Improve mobility (reduce travel time and trip length) between the Interstate Highway System and the neighborhoods located along the corridor (approximated by the existing railroad corridor).

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Project Goal

- | |
|--|
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HNTB

**Community
and
Economic
Development**


-

HNTB

Goals and Objectives Discussion




- Summary
 - Goal 1 – Accessibility
 - Goal 2 – Mobility
 - Goal 3 – Community and Economic Development
- Any Additions
- Concurrence




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May 19, 2005

Strategic Plan




- Develop Strategic Plan
 - Identify specific policies, programs and projects to be advanced
 - Conduct cost/benefit analysis
 - Identify available resources
 - Determine likelihood of implementation
 - Establish schedule and budget priorities




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May 19, 2005

Strategic Plan







- Develop Strategic Plan (continued)
 - Identify project sponsors, roles, responsibilities and funding commitments
 - Legal, financial and administrative responsibility for advancing recommendations

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Next Steps





- Working Group workshop
 - June 16th 8 a.m. – noon
- Full committee meeting in September
- Questions/comments

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May 19, 2005



THANK YOU!

HNTB

Meeting Notes

Date: May 19, 2005
Time: 7:30 a.m.
Location: NOACA Board Room
Attendees: CUY-Opportunity Corridor Committee
Re: CUY-Opportunity Corridor PID 77333

1) Welcome and Introductions

- Jamie Ireland and Terri Hamilton Brown opened the meeting and asked everyone to introduce themselves. Terri and Jamie gave a brief background of how we got to this point of the study and turned it over to ODOT Project Manager Craig Hebebrand.
- Craig Hebebrand provided an overview of the study area and the general parameters of the study and how it was developed as part of the Innerbelt Study. Craig also explained that this study has its own purpose and need and is considered an independent effort. \$5.3 million has been allocated for the initial phases.
- John Motl, from ODOT District 12 planning, discussed the history of efforts to extend I-490 east of E55th Street.
 - I-490 was supposed to continue on through Shaker Heights and Beachwood, but neighborhood antagonism killed this proposal in the 1960s.
 - In the early '70s, the so-called Bedford freeway was examined (to link I-480 and I-490). It died because there was little public support.
 - In the '80s, the WECO roadway – a new roadway from I-490 to approximately E. 79th and Kinsman was studied but nothing progressed.
 - In the '80's the SR 87A project - an extension of I-490 to Shaker Boulevard was studied and discarded.
 - The Opportunity Corridor study grew out of community interest expressed at early Innerbelt Study meetings for a convenient route to University Circle bypassing downtown.

2) Purpose of the OC Committee

- As the OC study gets underway, multiple meetings will be held over the next 12 to 18 months. It is recommended that the stakeholders should be divided up into two groups:
 - Working Group including members with technical interests.
 - Policy Group including members concerned with economic development and project funding.
- Terri Hamilton Brown, Executive Director of University Circle Incorporated (UCI), and James (Jamie) D. Ireland III, President of the Musical Arts Association (The Cleveland

Orchestra), are serving as co-chairs of the OC Committee. They spoke with great enthusiasm about the Opportunity Corridor. They provided background information on previous studies.

- UDA (Urban Design Associates) conducted a preliminary study in 2003 and examined the potential for new residential and commercial development that could take place in the study area if a new roadway was constructed.
- The Generation Foundation funded an early economic study that offered solid evidence to support the Corridor's need. A copy of this report was distributed during the meeting.
- University Circle is the 2nd largest employment center in Cleveland. About 30,000 people travel there daily for work, and 1.4 million travel there per year for work and leisure activities. Currently, there is \$1 billion of development and new construction underway in University Circle including Severance Hall, Case Western Reserve, and the Cleveland Art Museum.
- In 2003, UCI and various other Community Development Corporations (CDCs) looked into the development potential stimulated by a connecting Corridor. They concluded such a Corridor would have a positive economic impact on the area. The Corridor would help both University Circle and the so-called Forgotten Triangle, the neglected neighborhoods southwest of the Circle that have had limited highway access and have become less and less populated over time.
- The Opportunity Corridor will service and boost economic activity in these isolated neighborhoods, and this is the reason a boulevard with intersections -- not a freeway -- has been recommended. Planned and economic development is one of the stated goals of the Opportunity Corridor study.
- In the areas that would line the proposed Opportunity Corridor, the UDA study observed that there are 869 acres of land: 581 of which are zoned residential and 288 of which are zoned industrial. There are 312 acres of developable land: 247 of which are zoned residential and 65 of which are zoned industrial.
- The CDCs will have to contribute to the decisions on how to re-zone the developable land, which for the most part is owned by the City of Cleveland, privately owned, or is abandoned/underutilized industrial property. Some of these sites include "brown fields" that need environmental cleaned-up.

3) Study Overview

- Craig Hebebrand stated that HNTB's work includes refining the purpose and need, developing performance measures, developing a design concept scope, identifying and evaluating alternative alignments (late 2005 or early 2006), and selection of the preferred alternatives by the end of 2006.
- The total cost for the project (preliminary estimates) is projected at \$211 million. A draft implementation schedule of the \$211 million breakdown is in the Power Point presentation available on the project website. This schedule shows completion of construction in 2012. Funding for this project, however, ends in 2006. \$205.5 million is needed to fund the remainder of the project.

- The construction phase (\$176 million) is estimated to take three years.
- Millie Caraballo, Manager of Industrial Development for the Cleveland Industrial Retention Initiative (CIRI), an ardent supporter of the Opportunity Corridor, asked if the process could be sped up. Craig Hebebrand responded that there are very specific federal and state procedures that need to be followed and perhaps it could be speed up slightly but probably not at the speed that she was implying. The Strategic Plan will further identify these possibilities, but a funding commitment needs to be in place
- Terri Hamilton Brown (UCI) explained that the study has to narrow down the conceptual alternatives and recommend the best option. Matt Wahl, project manager for Opportunity Corridor for HNTB, discussed four conceptual alternatives for the Corridor:
 - Alternative 1 for the most part follows existing local streets – E. 55th St. and Woodland Avenue until it crosses E. 93rd St. where it would create a new connection to E. 105th St. The challenge with this alignment is that there are cemeteries on both sides of Woodland and any widening of that road would impact those sites.
 - Alternative 2 crosses over the Norfolk Southern and GCRTA rail yards west of E. 55th St. and north of I-490. This alternative begins on the north side of the rail trench but crosses to the south side before E. 75th St. and stays on the south side making the same new connection to E. 105th St. as Alternative 1. This alignment minimizes potential residential takes, but there may be a constraint to providing an intersection at East 79th Street, the only continuous north/south street in the area.
 - Alternative 3 crosses over the rail yards too and stays on the north side of the tracks all the way through the study area and connects to E. 105th St. There may also be a constraint to providing an intersection at East 79th Street.
 - Alternative 4 stays on the south side of the tracks throughout the study area makes the same connection to E. 105th St. as Alternatives 1 and 2. This option has taken into consideration the site of the new GCRTA E. 55th St. station.
- Matt expressed the challenges associated with these alternatives involve elevations, structures, cemeteries, residential and commercial areas, etc.
- Matt Wahl was asked if he was implying that alternative #4 held the most opportunity for economic development. David Goldberg then proposed the idea of creating a design stemming from what would stimulate development rather than the other way around.
- Craig Hebebrand and Matt Wahl said that throughout the study they will seek to quantify the economic development potential for each of the alternatives but that Alternative 4 began as a way to improve access.

4) Confirmation of Problems and Needs

- Mary Cierebiej, Deputy Project Manager for Opportunity Corridor for HNTB spoke about the Study's goals and objectives. She said that the three (3) goals are Access and Mobility and Economic and Community Development.

5) Goals and Objectives of the Study

- Goal 1: Access. There must be more east/west connections in the study area and they must be faster than current routes. Here are the objectives of this goal:
 - Improve access to University Circle employment, healthcare, education and cultural venues.
 - Improve access to the Interstate Highway System.
 - Improve access to the neighborhoods located along the corridor.
- Goal 2: Mobility - Improve, reduce travel time to the interstate highway system and neighborhood. There are congestion issues. Here are the objectives of this goal:
 - Improve mobility between the Interstate Highway System and University Circle.
 - Improve mobility between the neighborhoods located along the corridor and University Circle.
 - Improve mobility between the Interstate Highway System and the neighborhoods located along the corridor.
- Goal 3: Community and Economic Development – Improving University Circle's competitive advantage as well as economically helping the Corridor neighborhoods. This could be achieved by improving movement of people and goods through the Corridor. In turn, this will encourage business development, enhance property values, and attract new residents. Here are the objectives of this goal:
 - Improve the movement of people, goods and materials in and through the corridor.
 - Improve competitiveness of identified development sites.
 - Improve competitiveness of the corridor to attract residents, customers, employees and businesses.
- Craig Hebebrand said the study will quantify the number of property takes versus economic development, cost benefit analysis.
- Bob Baxter, Vice President of Administrative Management of BioEnterprise, a relatively new company headquartered in University Circle, asked if the project goals should be re-organized, putting economic development first. Mille Caraballo added that encouraging such economic development of the neighborhoods was one reason that the project name was changed from University Circle Access Boulevard to Opportunity Corridor and that improved access and mobility will allow for community and economic development.
- Craig Hebebrand explained that the goals were not listed in order of importance.
- Freddy Collier from Cleveland City Planning Commission expressed that the project goals were good and advised to keep them broad.

6) Strategic Plan

- Craig Hebebrand discussed the Strategic Plan, which includes:
 - Identifying specific policies, programs and projects,
 - Conducting a cost/benefit analysis,
 - Identifying available resources,

- Determining likelihood of implementation, and establishing a schedule and budget priorities.
- Encouraging CDCs to work toward decisions on whether to rezone land industrial or residential. The city owns 40% of the developable land.
- Identifying sponsors, roles, responsibilities and funds.
- Identifying legal, financial and administrative responsibilities for advancing the recommendation of the plan – it is very complete.
- Craig also expressed how the Strategic Plan includes cooperation from all agencies including public and private components. The study needs a support system implemented in the next 18 months to move the project forward.
- Terri Hamilton Brown (UCI) agreed with Craig and asked the OC Committee to gain support from the policy side and make resources available to move the project forward at the end of this phase of the study.
- Comments/Questions
 - Steps are as follows:
 - (1) Conclusion of the analysis
 - (2) Strategic Plan developed
 - (3) Move from study phase to plan phase.
 - David Goldberg with Ohio Savings Bank asked if money from the Innerbelt Plan can be re-allocated to the Opportunity Corridor since so many people think it is more important. Craig Hebebrand responded, there are no easy trade-offs, but that it can be discussed
 - Robert Jaquay from Gund Foundation asked how this study is included in the Transportation Improvement Program (TIP) and the Metropolitan Planning Organization plan (MPO). Ron Eckner from NOACA said that this phase of the study is in NOACA's TIP because there is funding. Robert then asked how the rest of the project would get on the TIP. Ron responded that funding, a preferred alternative, and a lead agency must be identified and in place for the rest of the project to get on the TIP.
 - Terri Hamilton Brown (UCI) asked if an alignment had to be in place before NOACA can list it. Ron Eckner replied that yes, a final alignment is needed.
 - Question from Committee Board Member: Can ODOT qualify for funding? 80/20 Federal/City? Mike Schipper, Deputy General Manager of the RTA, responded that the prescribed planning phase must be finished before Federal funding can be secured. Federal funding slows process down.
 - David Goldberg asked if no federal funds are used could the process move faster.
 - Steve Strnisha from Greater Cleveland Partnership (GCP) said that we have to follow the process and do this the right way. He said it may be possible to choose a preferred alignment faster because we have already had some options shown to us, which is a great start. GCP will be behind this project and will look for funding sources. Terri said that we will need to use our resources as best we can.

- Mike Schipper (CGRTA) asked if an Environmental Impact Statement (EIS) will be done at the end of 18 months. Craig Hebebrand (ODOT) responded that an EIS will not be complete but some of the work will be done.
- The importance of getting the public behind this plan was noted, in light of the failures of the previous plans. The key is to get the recommendation, then the funding and to get it all done as fast as possible.

7) Next Steps

- The next meeting will be Working Group Workshop #1 on June 16, 2005 from 8:00 a.m. to 12:00 p.m. Location TBD.
 - Impacts of each corridor will be discussed
- The next full Committee meeting will be held in September, 2005. We will be keeping everyone up to date via e-mail and the website.
- The Power Point presentation for this meeting and other background information will be on www.innerbelt.org site by next week.

Meeting Attendees

CUY-Opportunity Corridor Meeting #1 – May 19, 2005

Name	Organization
Robert Jaquay	Gund Foundation
Debbie Berry	Cleveland City Planning Commission
Bob Brown	Cleveland City Planning Commission
Millie Caraballo	Cleveland Industrial Retention Initiative (CIRI)
Mary Cierebiej	HNTB Ohio, Inc.
Freddy Collier	Cleveland City Planning Commission
David Coyle	ODOT, District 12
David Goldberg	Ohio Savings Bank
Terri Hamilton-Brown	University Circle Incorporated (UCI)
James Haviland	Midtown Cleveland
Craig Hebebrand	ODOT, District 12
John Hopkins	Buckeye Area Development Corporation
Jamie Ireland	Early Stage Partners LP
Bruce Loessin	Cleveland Clinic Foundation
Augie Napoli	Cleveland Clinic Foundation
John Motl	ODOT, District 12
Bob Reeves	University Circle Incorporated (UCI)
William Riley	Mt. Sinai Baptist Church/Mt. Sinai Ministries
Mike Schipper	Greater Cleveland Regional Transit Authority (GCRTA)
Tim Tramble	Burten, Bell, Carr Development Corporation
Matt Wahl	HNTB Ohio, Inc.
Ned Whelan	Whelan Communications
Robert Baxter	BioEnterprise
Lora Hummer	ODOT, District 12
Patrick Zohn	Gateway Consultants
Steve Strnisha	Greater Cleveland Partnership
Richard McNitt	County Commissioner Jones Office
Jacek Ghosh	Fairfax Renaissance Development Corporation (FRDC)
Robert Jackimowicz	Cleveland City Council
Rich Enty	Greater Cleveland Regional Transit Authority (GCRTA)
Ben Limmer	University Circle Incorporated (UCI)
Mahmoud Al-Lozi	NOACA
Geoff Fitch	Cleveland Industrial Retention Initiative (CIRI)
Jim Benedict	UHC
Marka Fields	Cleveland City Planning Commission
Aubrey Sippola	Whelan Communications
Ron Eckner	NOACA



Agenda

Date: June 16, 2005
Time: 8:00 a.m. – 12:00 noon
Location: Quincy Place
8111 Quincy Avenue, Suite 100
Cleveland, OH 44104
Attendees: CUY-Opportunity Corridor Committee
Re: CUY-Opportunity Corridor PID 77333

Workshop Agenda

- Project Overview
- Review of Preliminary Citywide Land Use Plan/Recommendations for Future Uses
- Examination of Conceptual Alternatives
 - Conceptual Typical Section
 - Contours/typography (lay of the land)
 - Corridor widths (expand/narrow)
 - Intersection locations/street continuity
 - Structure locations (bridges/retaining walls)
 - Geometric Constraints
 - Range of impacts associated with each
- Confirmation of sensitive sites (Red Flags)
 - Confirmation of planned improvements
 - Clean-up sites
 - Historic
 - Religious
 - Parks
 - Cemeteries
 - Residential/Environmental Justice Areas
 - Existing Active Business/Industry locations
- Develop Evaluation Criteria
- Next Steps



WELCOME

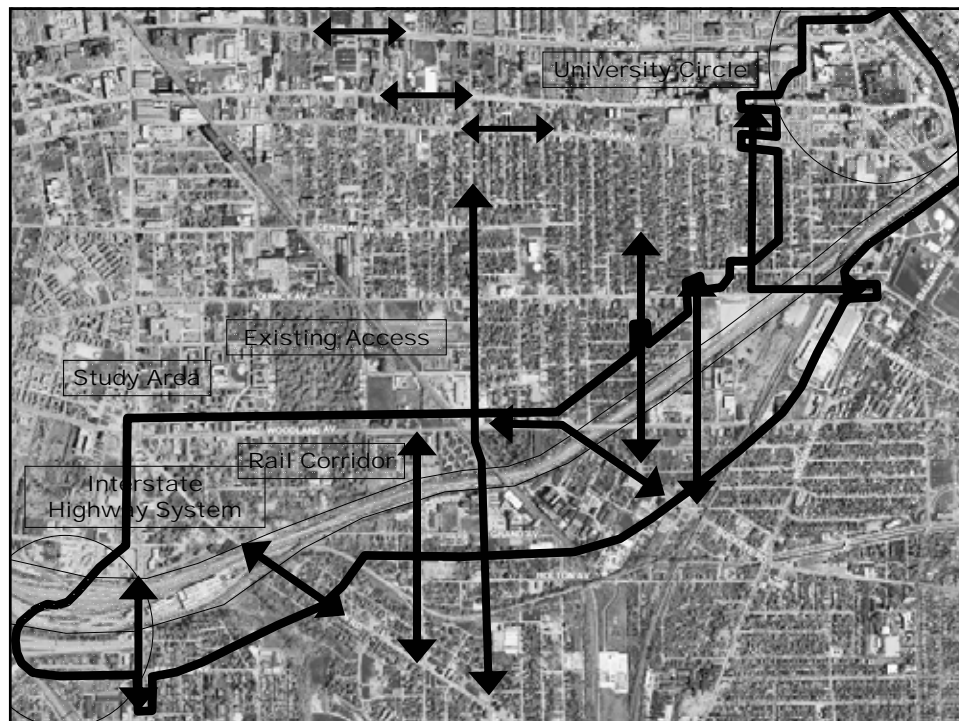
Opportunity Corridor Committee Workshop #1

June 16, 2005


HNTB


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June 16, 2005



**GOAL:
Accessibility**







- Objective
 - Improve access to University Circle employment, healthcare, education and cultural venues.
 - Improve access to the Interstate Highway System.
 - Improve access to the neighborhoods located along the corridor (approximated by the existing railroad corridor).

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June 16, 2005

**GOAL:
Mobility**







- Objective
 - Improve mobility (reduce travel time and trip length) between the Interstate Highway System and University Circle.
 - Improve mobility (reduce travel time and trip length) between the neighborhoods located along the corridor (approximated by existing railroad corridor) and University Circle.
 - Improve mobility (reduce travel time and trip length) between the Interstate Highway System and the neighborhoods located along the corridor (approximated by the existing railroad corridor).

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June 16, 2005

**GOAL:
Community
and Economic
Development**







- Objective
 - Improve the movement of people, goods and materials through the corridor.
 - Improve competitiveness of identified development sites.
 - Improve competitiveness of the corridor to attract residents, customers, employees and businesses.

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June 16, 2005

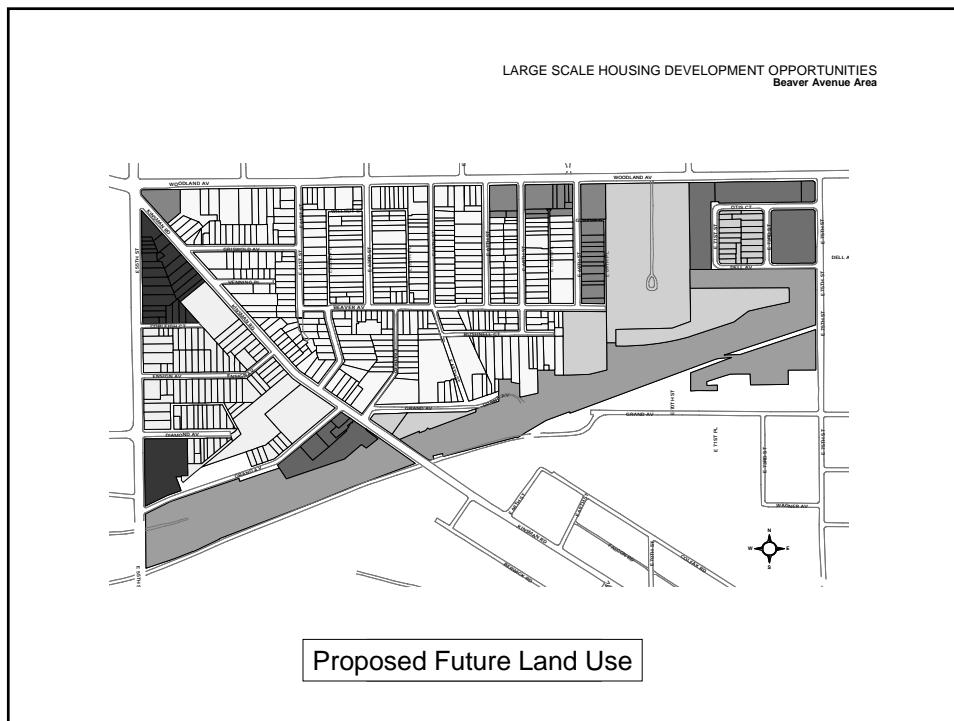
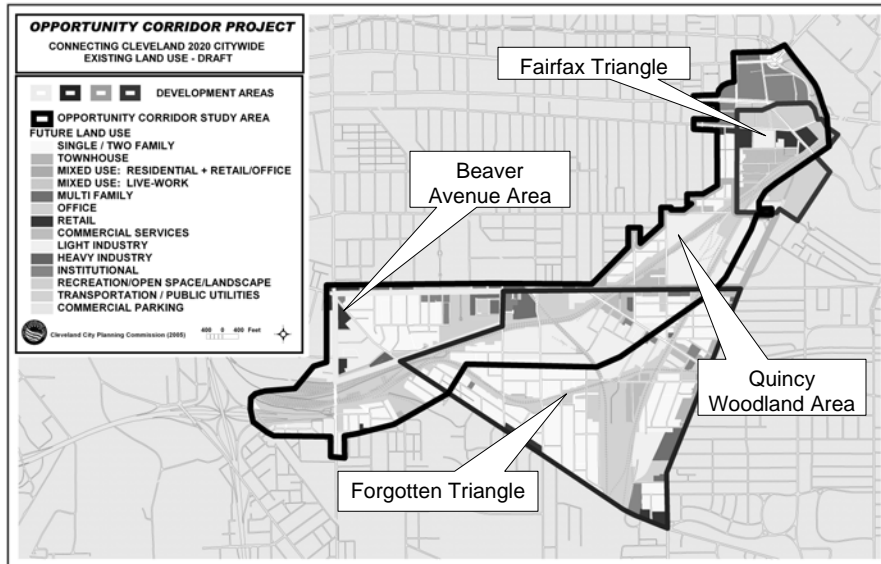




Draft Citywide Land Use Plan

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June 16, 2005



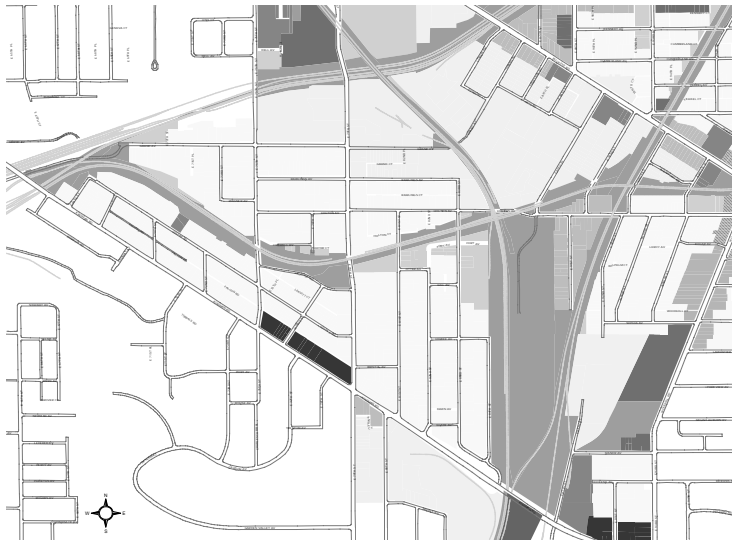
Large Scale Housing Opportunities



Beaver Avenue Area

Forgotten Triangle (*Kinsman Neighborhood*)

Remediation & Reuse of Brownfields



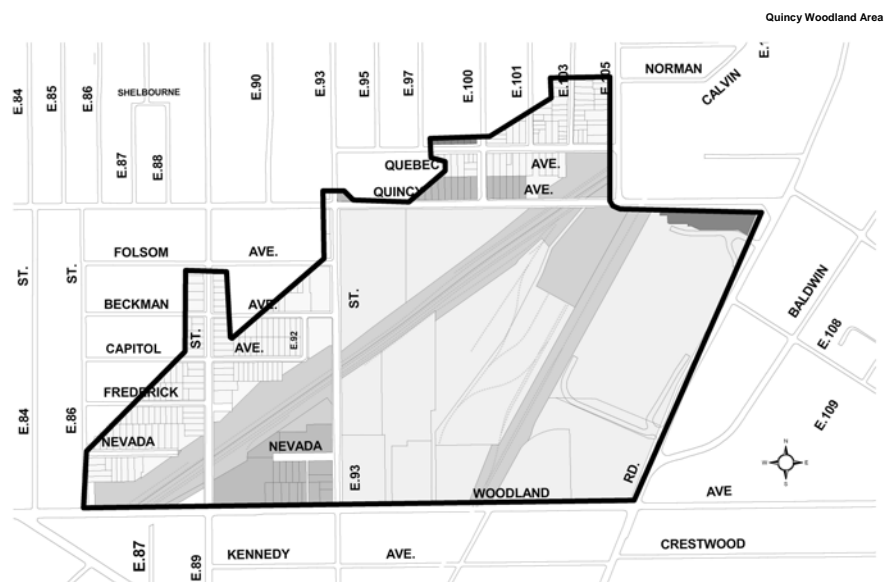
Proposed Future Land Use

Remediation and Reuse of Brownfields & Vacant Land



Forgotten Triangle Area

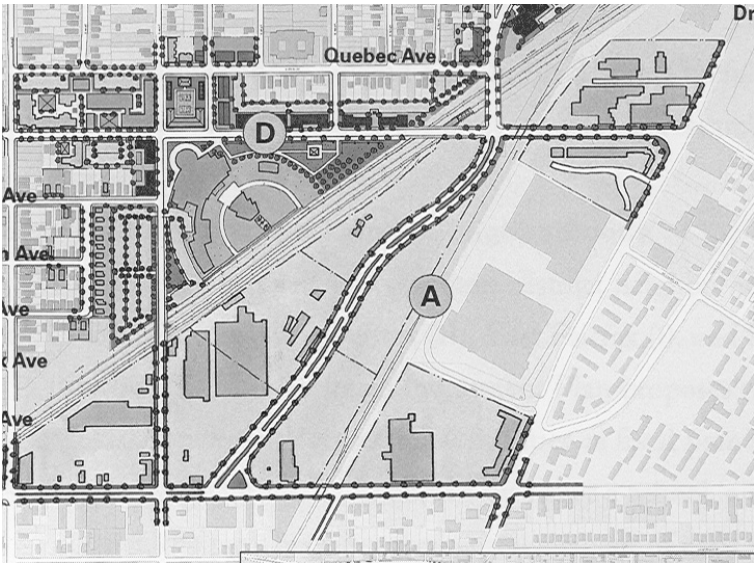
Neighborhood Economic Development Opportunities



Proposed Future Land Use

Neighborhood Economic Development Opportunities

Quincy Woodland Area

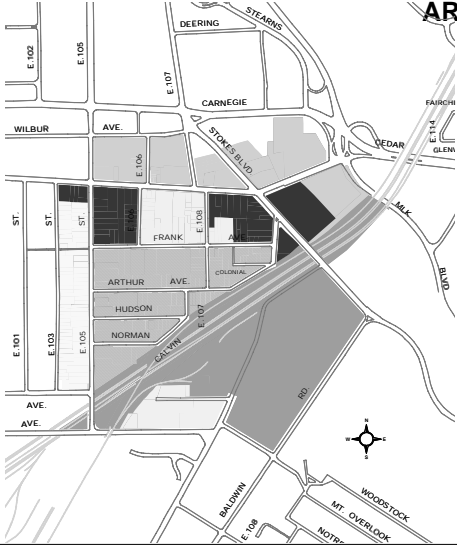


Fairfax Renaissance Development Corporation Master Plan

New Economy Neighborhood - Mixed Use/Live Work

Fairfax Triangle

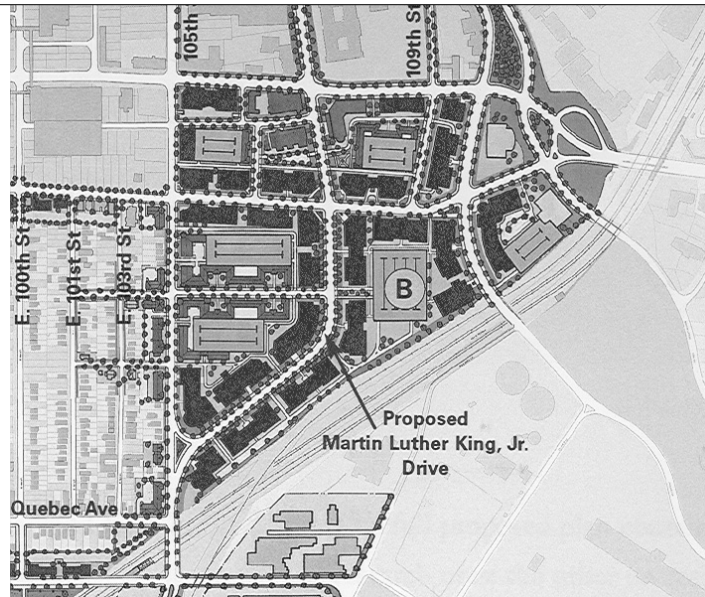
AREA 3: EXISTING



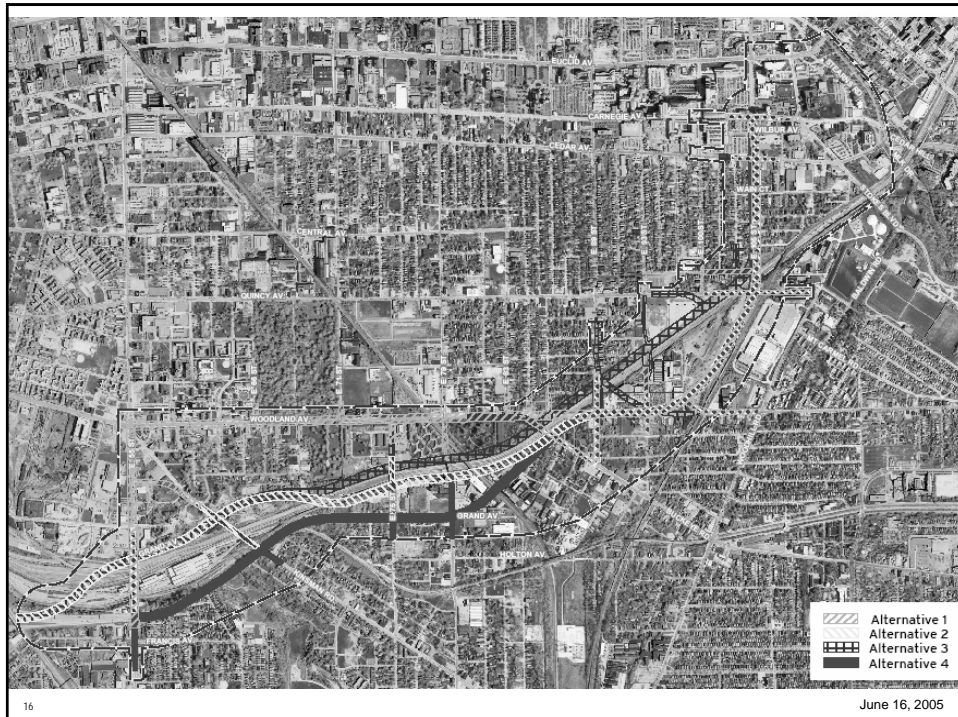
Proposed Future Land use

New Economy Neighborhood - Mixed Use/Live Work

Fairfax Triangle



Fairfax Renaissance Development Corporation Master Plan



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Study Area
Highlights

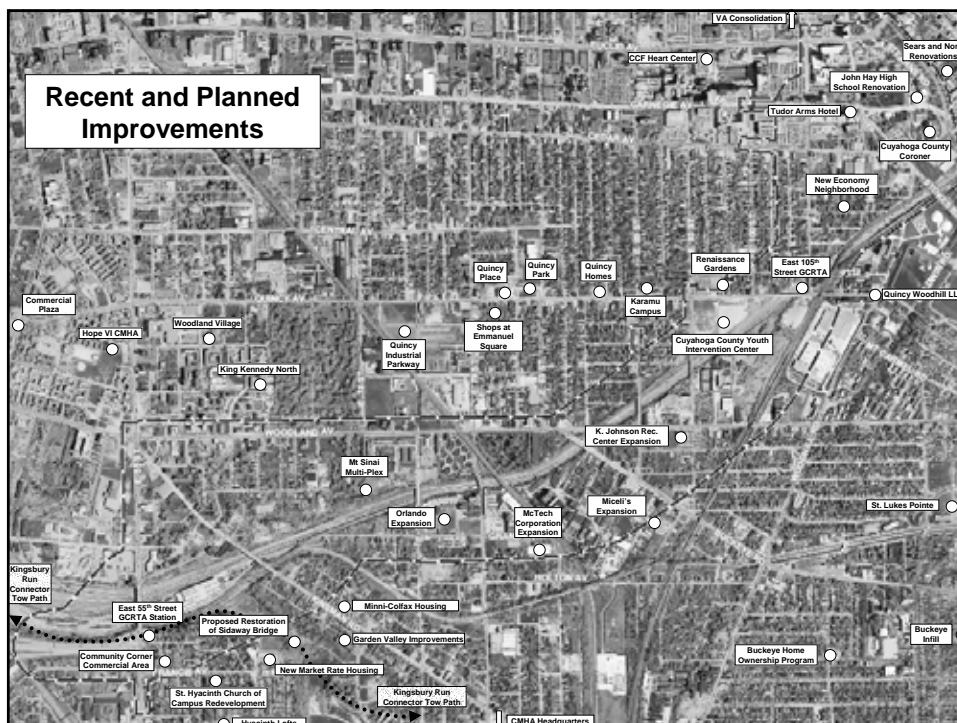
Potentially Sensitive Areas

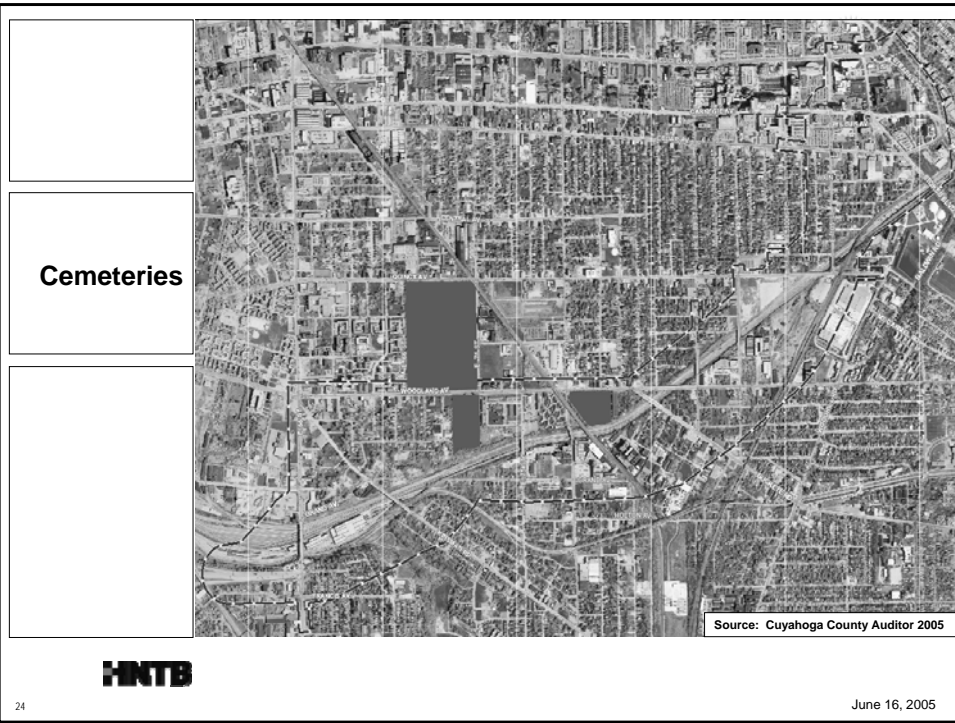
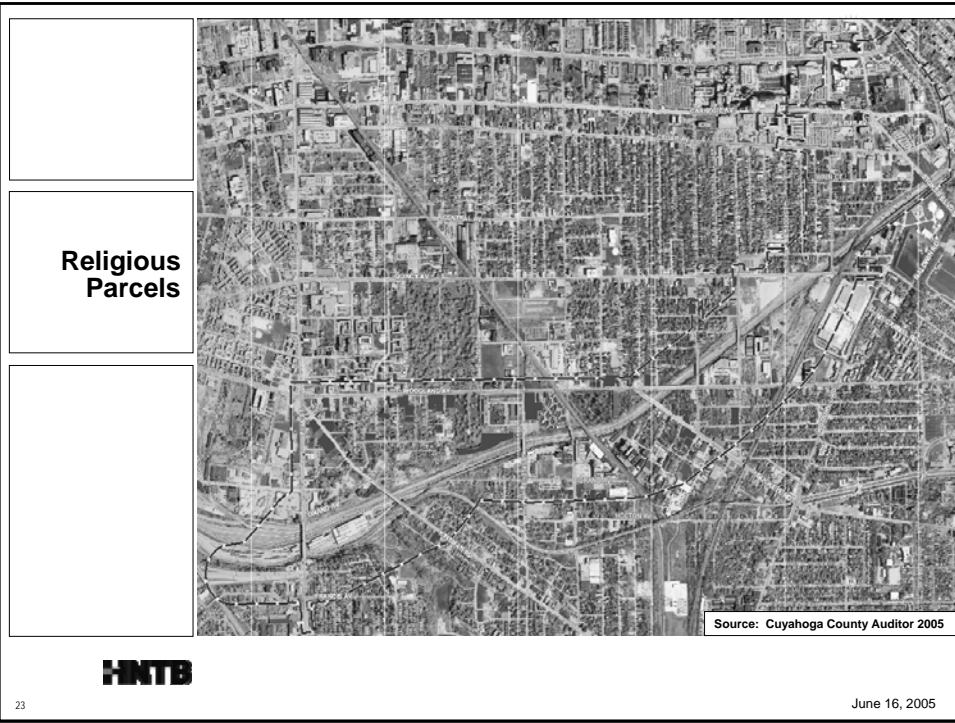


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Recent and Planned Improvements





**Parks/
Greenspace**



Source: Cuyahoga County Auditor 2005

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**Potentially
Sensitive
Areas**




Source: Cuyahoga County Auditor 2005

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Study Area Highlights



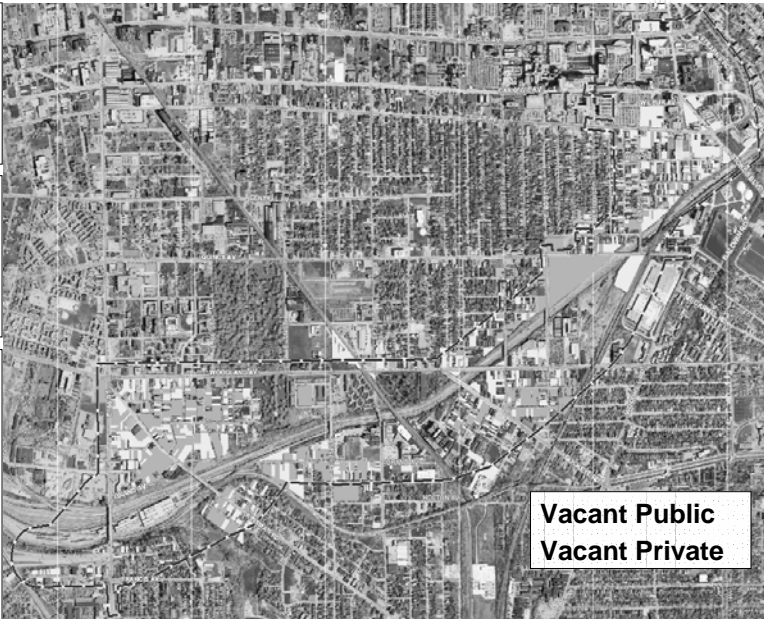
Potential Areas for Redevelopment




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Vacant Parcels

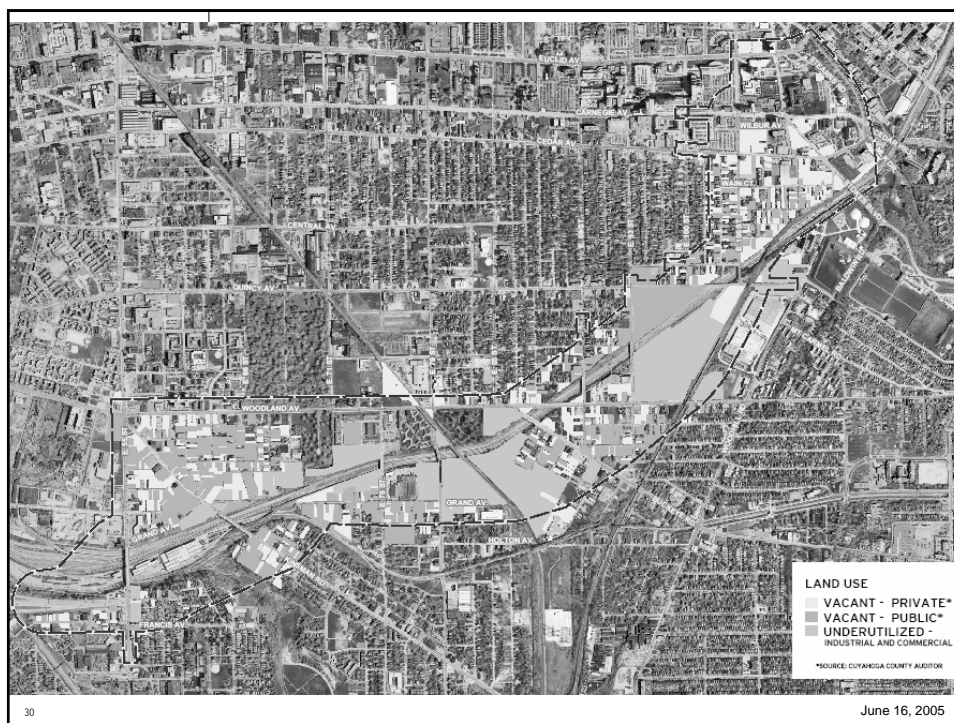
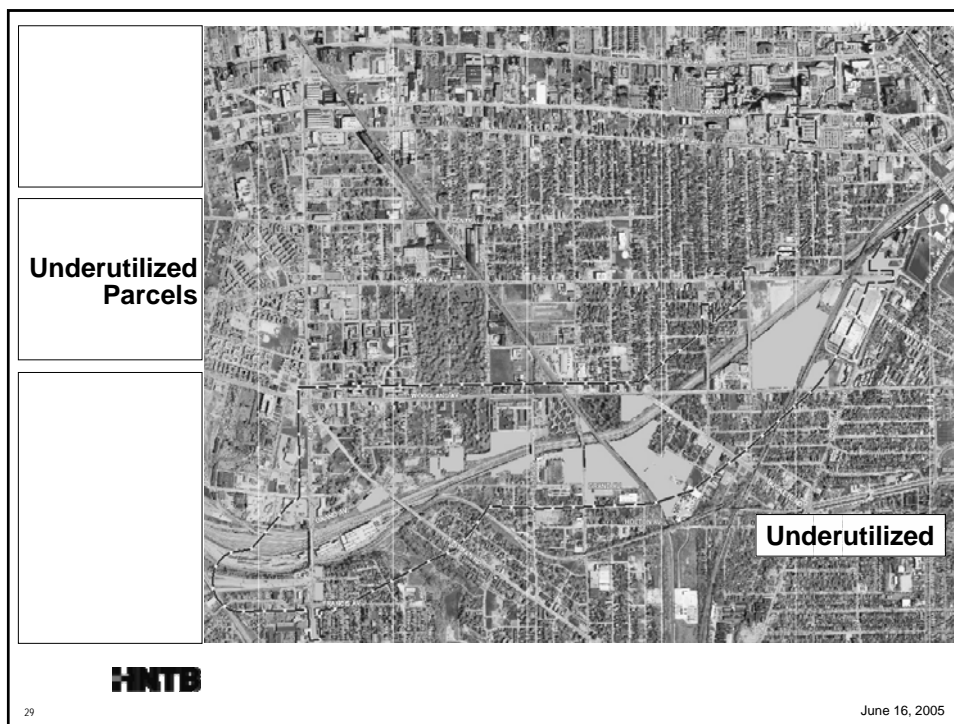


Vacant Public
Vacant Private





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Evaluation Criteria







How do we evaluate the conceptual alternatives?

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Purpose and Need Issues






DRAFT - Conceptual Alternatives Matrix	
	Unit of Measure
Purpose and Need Issues	
Community Development Potential	Properties Activated; Linear Feet of Frontage Created; Acres of Land Adjacent; Number of New Housing Units
Economic Development Potential	Properties Activated; Linear Feet of Frontage Created; Acres of Land Adjacent; Number of New Jobs
Local Access & Mobility	Location and Number of Critical Access Points
Regional Access & Mobility	V/C; LOS; crashes on I-90 from I-71 to Chester; on I-77 from I-490 to I-90; on I-490 from I-90 to E. 55th St.
Transit Oriented Development Potential (residential, retail, etc)	Major, Minor, Minimal
Mobility Options (transit, bicycle, pedestrian, vehicular, etc.)	Improved, Neutral, Negative


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Environmental Resources




Environmental resources	Unit of Measure
Cultural resources/Section 4(f)	
NRHP sites impacted (excluding cemeteries)	Number
Known eligible NRHP sites impacted (excluding cemeteries)	
Phase I sites impacted	Number
Cemeteries impacted	Number
Parks/Section 4(f)	
Number of parks impacted	Number
Ecological	
Stream crossings	Number
Total length of impact	Feet
Wetland impacts	Acreage
Threatened and endangered species impacts	Yes/No
Hazardous materials	
Phase II ESA sites impacted (excluding landfills)	Number Impacted
Religious Institution Impacts	Number Impacted
Environmental justice	
Benefits to environmental justice areas	Improved Access;
Impacts to environmental justice areas	Increased Traffic; Property Takes




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Utilities ROW Structures Costs



Utility Relocation Issues	Unit of Measure
Major Utility Facility Relocation	Number
Right of Way	
Residential Structure Potential Impacts	Number
Commercial Structure Potential Impacts	Number
Rail Property Impacts	Major, Minor, Minimal
Structures	
Retaining Walls	Linear Feet
Roadway Bridges	Number Impacted
Rail Bridges	Number Impacted
Planning-Level Cost Estimate	\$\$\$



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Wrap-up

- Additional Criteria?
- Questions?
- Comments?

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Next Steps

- Next Steps
 - Workshop #2
 - August 18th 8 am - 12 at Quincy Place
 - Committee Meeting #2 – September
 - Public Meeting late September/early October

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THANK YOU!

HNTB

Meeting Notes

Date: June 16, 2005
Time: 8:00 a.m. – 11:30 a.m.
Location: Quincy Place
8111 Quincy Avenue, Suite 100
Cleveland, Ohio 44104
Attendees: CUY-Opportunity Corridor Committee
Re: **CUY-Opportunity Corridor PID 77333**
Workshop #1

The Power Point Presentation given at this workshop can be found on the project website accessed through www.innerbelt.org. The meeting minutes reflect the discussions generated as a result of the presentation.

1) Introduction

- James Ireland III, co-chair of the Opportunity Corridor Committee and president of the Musical Arts Association opened the meeting at 8 a.m. with a brief statement about the workshop's purpose and importance.
- Terri Hamilton Brown, the other co-chair of the Committee, asked participants to introduce themselves. Terri Hamilton Brown is president of University Circle Incorporated (UCI). Terri Hamilton Brown also encouraged participants to voice their concerns and the reason for their involvement.
 - She said that two years ago UCI partnered with relevant Community Development Corporations to begin analyzing the importance and feasibility of a boulevard from I-490 to University Circle.
 - As a result of the Innerbelt Study, the conceptual alternatives have been defined in more detail and four corridors have been identified for further study.
 - HNTB is working with the committee and ODOT to narrow the detailed focus down to one of the corridors by this fall, and then down to one preferred alternative by the fall of 2006.
 - Terri Hamilton Brown noted that HNTB is also creating a database of information that will be put into an evaluation matrix and used to help make decisions.

2) Project Overview

- Mary Cierebiej reviewed the objectives established for this study
- Michael Armstrong, urban programs engineer in the Columbus office of the Federal Highway Administration's office of engineering and operations, suggested a modification to one of the objectives under the goal of accessibility to say "connect to the interstate system to the west."

3) Review of Preliminary Citywide Land Use Plan

- Freddy Collier of the City of Cleveland Planning Commission emphasized that an important goal of Opportunity Corridor is to strengthen the neighborhoods/communities in the area. He provided an overview of the existing and future land use in the study area specifically calling out Beaver Avenue area, the Forgotten Triangle, as well as the Quincy and Fairfax areas.

- Claire Posius from the City Planning Commission spoke about the Beaver area and Forgotten Triangle showing maps detailing land usage. Boundaries of the Beaver area are Kinsman Avenue, East 55th Street, Woodland Avenue and East 69th Street. Boundaries of the Forgotten Triangle area are Kinsman, Woodland, and Woodhill.
- Claire Posius showed the how the city views the potential land use in the future. Much is zoned for light industry and residential, and currently Mt. Sinai has plans to redevelop the area between Woodland and the railroad tracks at E. 75th St. Mary Cierebiej noted that William Riley, head of development for Mt. Sinai Ministries, the large church at 7510 Woodland Avenue, was present at today's workshop.
- Terri Hamilton Brown asked representatives of the Planning Commission whether they had considered using the land for purposes other than residential, since it is so sparsely populated. Claire Posius said yes they have. Freddy Collier added that the Planning Commission is working to integrate the Corridor into plans for the area and at this time these are only draft recommendations. The City will continue to work with the CDCs and this committee to develop recommendations for future land use in the study area.
- Ron Eckner, a division director of the Northeast Ohio Area Coordinating Agency (NOACA), which sets the priorities locally for federal transportation funds, asked if the first thing you want to see when entering an area light industry (referring to the area at E. 55th St. and I-490). Freddy Collier replied that the quality and appearance of the buildings are more important than what they are being used for.
- Marka Fields from the City Planning Commission then spoke about the nearby Forgotten Triangle area. She showed a map that depicted a large amount of vacant land and commented on some of the unofficial uses of the properties in the area. She said that City Planning has been working with the Burten, Bell, Carr Development Corporation regarding development. Presently, the area is zoned for light industry, retail, and housing. They see a more uniform zoning of the area in the future rather than scattered housing with light industrial.
- Freddy Collier noted that they are rezoning several areas as residential, because the ultimate goal is to repopulate the city. The area along Woddhill is the highest point of the city, so they seen this area as a good location for town houses and multi-family units.
- Jacek Ghosh, economic development director of the Fairfax Renaissance Development Corporation, discussed the Fairfax Master Plan, including the county's plans for building the Youth Intervention Center at E. 93rd St. and Quincy. An alignment that would go through the middle of the site just southeast of this site would open up more area for development. He also mentioned that the old Board of Education administration building is nearby and considered historic as something to be aware of as we look at impacts.
- Jacek Ghosh also said that nearby in proposed new economy neighborhood, there are some 50 acres of mixed-use-zoned land for development. He said that it could be developed for housing, particularly for the growing number of medical students and doctors at the Cleveland Clinic and University Hospitals, who are looking for places near these facilities to rent. As housing is developed amenities become part of the development plans as well. It would also be a good location for the three-story type buildings used for research facilities. Jacek said there are only about 50 houses left in the area and about half of them are ready to be torn down.
- Terri Hamilton Brown said that UCI and the other CDCs in the study area had sent a letter to the City of Cleveland requesting that the City put a hold on the sale of any property it has "land-banked." She said she wants this property to be held by the City so it can become part of the planned redevelopment of the area, and that any development that does occur in the study area be in line with the City's recommended future land use. She stressed that UCI and the City have had a good working relationship in the past, so she hopes this can be agreed upon.

- Timothy Tramble, Executive Director of Burten, Bell, Carr, said his organization has been awarded the funding to develop a master plan for his service area on the city's East Side. Terri Hamilton Brown asked Tramble about the timeframe for his master plan. He said he hopes to have it finished by March of 2006.
- Bob Brown, Director of the Cleveland City Planning Commission, said that the City has contributed \$20,000 to the completion of the Burten, Bell, Carr master plan. This is the only CDC in the study area that does not currently have a master plan. The city will be working with BBC to develop recommendations.
- Mahmoud Al-Lozi of NOACA asked how the Corridor plan might be integrated with plans to better utilize the rail system for local industry. Ron Eckner of NOACA said there are 50 trains a day that go through the area on various rail lines. He suggested that ODOT consider road to access the rail lines and think about intermodal connections.
- Freddy Collier replied that they had not looked into it, but said they could consider it.
- Terri Hamilton Brown agreed. She said it was something to look into as we go forward.
- Mike Schipper of the GCRTA said there needs to be a higher density development and business destinations, not single family homes, within a quarter mile of the rapid stations. You need to create more activity around the nearby stations on East 79th Street to increase ridership.

4) Examination of Conceptual Alternatives

- Matt Wahl Project Manager of HNTB reviewed the four conceptual alternative routes proposed for the Opportunity Corridor. He explained some potential challenges, benefits, and shortcomings of each. The final alternative, Alternative Four, had the most vocal support from participants.

Conceptual Alternative 1:

- Currently E. 55th Street is one of the most congested nodes in the region. Terri Hamilton Brown asked if Alternative One could be taken off the table given that is already at capacity without introducing new traffic. She also noted that Alternative One does not do much for community development, so why consider it? Craig Hebebrand replied that Alternative One would be the lowest cost. Mary Cierebiej commented that Alternative One is basically the closest thing we have to a "no-build" option. Mike Armstrong of FHWA said that it needed to be kept on the table for NEPA and for cash flow analysis purposes.
- Jamie Ireland asked if the traffic numbers are workable. Mike Armstrong said he is not sure. Detailed traffic analysis has not been completed for any of the alternatives yet. Bob Brown said given the current volumes of traffic on E. 55th and Woodland it doesn't seem like it would work. This alternative has to be looked at as an option. We will know whether or not it works when NOACA runs the model.
- Terri Hamilton Brown asked if they consider Alternative One, shouldn't they look at improving north/south roadway connections? Mike Armstrong said yes and commented that one positive sign is that the community is behind this project. Bob Brown said that if it doesn't promote economic development, it may not be the preferred alternative.
- Millie Caraballo of the Cleveland Industrial Retention Initiative (CIRI) asked if all the alternatives must be studied equally. She said she thought Alternative One was a waste of time. Mike Armstrong said yes, all alternatives have to be looked at equally and added that the benefits have to outweigh the takings/impacts. Funding may be an issue, and if this is all you can do wouldn't you rather have this than nothing at all? Bob Brown said another reason to study this alternative is to determine if a different alternative works better.

- Jacek Ghosh of Fairfax inquired about East 105th Street being the eastern end of the proposed Boulevard and the possibility of another connection to University Circle through future "New Economy Neighborhood" as it was shown as an option in the Innerbelt Study. Terri Hamilton Brown of UCI said the team will look at it. Jacek said the spur through the proposed New Economy Neighborhood is shown in the Fairfax Master Plan.
- Ron Eckner of NOACA asked about anticipated average daily traffic on the proposed Corridor. Craig Hebebrand said that the Innerbelt estimated 34,000 – 37,000 vehicles in the area. The numbers generated as part of the Innerbelt Study that can be found in the study notebook. The Innerbelt Study estimated that six lanes would be required.
- Millie Caraballo asked if the six lanes are four driving lanes and two parking lanes. Craig Hebebrand said that all six would be driving lanes.
- Jamie Ireland asked how far into the future NOACA simulates traffic counts. Craig Hebebrand said that the population in that area is estimated to grow only 2.5% over the next 20 years. Future traffic is estimated for the year 2030 and for the purpose of this study opening day traffic is estimated for 2010.
- Andy Cross from City of Cleveland Division of Traffic Engineering commented that the timing of the signals on E. 55th are maxed out and traffic is still a problem, so he doesn't see how you could get all that traffic through the existing intersection, as Alternative One proposes. Matt Wahl explained that with Alternative One an option would be to relocate the Kinsman leg of the 5-legged intersection to E. 55th south of the existing intersection, but it may still be a problem. The model will tell us if it is a viable option.

Conceptual Alternative 2:

- John Hopkins of Buckeye Area Development Coporation asked Matt to explain the Woodland Avenue intersection in this conceptual alternative. Matt Wahl said Woodland would no longer be a continuous street due to geometric constraints.
- John Hopkins then requested that they keep the route of East 55th Street to Woodland up to Shaker Square in mind while considering the alternatives, not just I-490 to University Circle. He is concerned about the jog on Woodland and making the connection to Larchmere and Shaker Square.
- Terri Hamilton Brown said that a large degree of the traffic headed for Shaker Square takes Buckeye Road, but the team can look at options of making a direct connection with Woodland.
- Ron Eckner asked about the rapid stations at E. 79th St and E. 105th St. He proposed that they might consider moving the corridor more than ¼ mile away from the stations. This would allow for the necessary development that Mike Schipper had mentioned.
- Craig Hebebrand noted that this alternative had been modified from the one originally developed as part of the Innerbelt Study which was developed to minimize impacts.
- Millie Caraballo thought this would be the most expensive alternative because of all the bridges over the railroad tracks.
- Craig Hebebrand said that the structures do increase the cost of this alternative.
- Matt Wahl then explained why an intersection at E. 79th St. may not be feasible. E. 79th St. crosses over NS and GCRTA and then CSX crosses the same tracks just east of E. 79th St. at a higher elevation, so it will be very difficult to create an intersection.
- Someone asked if the number of takes associated with each of the alternatives had been estimated yet. Mike Armstrong said that when looking at the number of property takes, it is not always as bad as it seems. You need to look at the nature of the take. He explained that even if the take is one square foot of someone's lawn, it is still counted as a "take." Details of the degree of takes associated with each alternative will come later in the process.

Conceptual Alternative 3:

- Matt Wahl explained Alternative Three. He commented that this too had some difficult intersections because of the geometry.
- Mike Armstrong noted that this alternative would have to relocate part of a cemetery and that is very expensive and legally and logistically complex to do. Each grave site that is impacted would be counted as a relocation. Mary Cierebiej added that some of the headstones are very close to the railroad property so there is not much room within the rail right of way.
- Terri Hamilton Brown asked about the impact of this alternative on the Mt. Sinai Church. William Riley answered that it would impact their complex. They anticipate new construction beginning next year. HNTB has the Mt. Sinai complex plans and noted that Mt. Sinai shows a boulevard behind the complex in their plans.
- Jacek Ghosh asked how far this alternative should be carried forward if it goes through the planned Youth Intervention site. It was explained that as the analysis of the various alternatives is conducted that this planned development needs to be considered and may become a red flag.
- Terri Hamilton Brown said this alternative is not opening up the area for economic development to the south. She suggested they research/study ways to do connect the north and the south. She inquired about any other negative impacts with this alternative. These north-south connections would be looked at as part of the refining of the alternatives.
- John Hopkins restated that a non-continuous Woodland Avenue is a problem with this alternative as well.
- Mike Armstrong asked about residential driveways along the Corridor. He said if driveways come directly out onto the corridor, ODOT must consider that as a factor that may impede traffic movement. Terri Hamilton Brown said that is a good point and that they need to study that. It was discussed that at this point any houses that would front the corridor would likely be considered as “takes”, even if the road does not impact them directly it may not be the best type of development to front the corridor.
- Bob Brown asked if there will be driveways permitted along the Corridor; he wants to see businesses along that road. Matt Wahl explained that the number of access points along the boulevard would be looked at as the study progresses.

Conceptual Alternative 4:

- Matt then explained Alternative Four, the one option that creates a boulevard south of the east-west railroad tracks.
- Ben Campbell, representing the Slavic Village CDC, inquired about the possible impacts to the new RTA rapid transit station at East 55th Street. He said pedestrians currently have to cross E. 55th to get to the station. The new station will be on the side of the neighborhood and is concerned that pedestrians will have to cross the boulevard to get to the station. HNTB and ODOT will meet with Slavic Village to work out the best solution for access to the station, and how it can successfully be integrated into the master plan for that area.
- Bob Brown said there will be a signalized intersection across the new boulevard. He said it will be safe, although it will be a lengthy crossing.
- Campbell said he feels it may still be dangerous for local residents and workers from connecting businesses using the station.
- Tim Tramble from Burten, Bell, Carr agreed that it may be dangerous. He said there are a lot of children walking along E. 55th St. to go to schools in the area who must cross the existing busy streets and now we are talking about adding another one into the area.

- Mike Schipper said that is really not the case. Cleveland school children are given free bus passes but they do not regularly use them, they prefer to walk. He said crossing the new boulevard will be the same as crossing over Chester Avenue, he said. Mike Schipper said the RTA is endorsing Alternative Four but supports all alternatives and assures that the new boulevard can work well with the new RTA station at E. 55th St.
- Jamie Ireland asked for an explanation of the Woodland Avenue intersection in this alternative. Matt Wahl said the intersection or access to Woodland is still non-continuous, but HNTB will look at other options of trying to make a direct connection and keeping Woodland continuous.
- Terri Hamilton Brown asked about vacant industry surrounding this alternative, especially in the area near E. 79th and Grand. There are a lot of vacant buildings in the study area in general, or buildings that may be being used for storage rather than any type of production. Field surveys are currently being conducted to verify what is out there.
- Millie Caraballo said the businesses in that area will not protest relocation. They have issues with their water pressure at their current locations.
- Mike Schipper said this is a good opportunity to install the right utility infrastructure in addition to the transportation systems so businesses can thrive.
- Terri Hamilton Brown asked Bob Brown to ask City administrators about possible financial contribution to improving some of the utilities in this area.
- Ben Limmer of UCI asked about the condition of the north/south connections and nearby bridges with this alternative.
 - Matt Wahl replied that some of the bridges desperately need replacing.
 - The railroad bridges are an issue; they need to look into the status.
- Ron Eckner of NOACA asked if Woodland would cross the railroad tracks where it does now in Alternative Four. Matt Wahl said that piece of Woodland would be eliminated in this alternative.
- Mike Schipper asked if that bridge needs to be replaced if we will no longer be using it if this boulevard is constructed. Craig Hebebrand said yes that it can no longer be maintained, it needs to be replaced and will be out for bid this summer.
- Terri Hamilton Brown asked if they could rank the alternatives in terms of cost.
- Craig Hebebrand and Matt Wahl said that Alternatives Two and Three look like the most expensive because of the number of structures required, but property, right of way and environmental clean-ups, can also be very expensive, so at this point it is too early to give cost estimates. Cost is a factor, especially when funding is limited, but it is not the only method of comparison between the alternatives.
- Brian Drobnick of Fairfax Renaissance asked about the possibility of a roundabout at the Woodland/Buckeye juncture similar to one at Warrensville Center Rd. and Fairmount. Matt Wahl said they have not looked at that, but is concerned about the through traffic volumes.
- Ben Campbell of the Slavic Village CDC said the Committee should think about the Bessemer Connector (Slavic Village) and the Uptown Transportation Plan (Shaker Square Development Corporation) is putting together, even though it is not inside the study area they do have some correlation.

5) Confirmation of Sensitive Sites (Red Flags)

- Mary Cierebiej reviewed sensitive historical and environmental areas in the study area on a map as well as recent and planned improvements. She asked for everyone's input, if they knew of any other areas that would be considered sensitive.

- Mary Cierebiej asked that the committee members update her as they find out about possible other sensitive locations or planned improvements. It is an ongoing process; she emphasized so we will be adding to these maps as the study progresses, and then proceeded to show maps of areas of concern: religious parcels, cemeteries, and parks/green space.

6) Evaluation Criteria

- Brian Drobnick of Fairfax Renaissance pointed out that there are far more churches in the study area than what is shown on the map. Some are small storefront churches. These churches come and go. Mary Cierebiej proceeded to show maps of vacant land owned privately and by the City, and also a map of underutilized land.
- Mary Cierebiej distributed a draft evaluation matrix listing criteria and units of measures that each alternative will be evaluated against. It details what issues the project must address and considering how each of the benefits and impacts will be measured.
- Mike Armstrong of the FHWA had two suggested revisions to the draft Conceptual Alternatives Matrix:
 - First, he reiterated the importance of looking more closely at the number and type of potential structure takes.
 - Second, he suggested that the Opportunity Corridor team further break down the number of potential impacts to say whether the residential structures are vacant or occupied. HNTB and ODOT will work with the City of Cleveland to classify these properties.
- Jacek Ghosh of Fairfax Renaissance commented that no property taxes are being generated from much of the vacant land in the area since the city currently owns the land.
- Terri Hamilton Brown pointed out that the City incurs the cost of maintaining the land bank properties, such as mowing the lawn.
- Bob Jackimowicz asked about incorporating “green” or “sustained” technology into evaluating the various alternatives.
- Bob Brown brought up other environmental concerns. Will the Corridor eliminate illegal dumping? If so, he said, it should be listed as a benefit on the check list. It was mentioned that it is actually more of an enforcement issue and what the property is zoned for rather than any of the alternatives being better able to prevent illegal dumping.
- Terri Hamilton Brown said that even though ODOT is going to make these improvements, businesses must still decide to build or relocate there. This could be a way of replacing illegal dumping sites. She asked if there is a way to demonstrate the full potential of land to business owners. She said that the type of zoning is important to prospective businesses.
- Mike Schipper of GCRTA requested that socio-economic factors are included in the list of potential impacts, such as hospitals, schools, and churches.
- Brian Drobnick of Fairfax Renaissance asked about aesthetics of the Corridor and whether that could be a criteria for evaluating the various alternatives. He is concerned that if there is a shortage of funds, aesthetics may be the first thing to go and that is a concern of the neighborhoods.
- Mike Armstrong said that aesthetics are not really important at this point in evaluating the alternatives against each other however, it will be considered later.
- Co-chair Jamie Ireland said aesthetics are a very important part overall. He urged the committee to seriously look into that aspect.
- Millie Caraballo asked that if the property currently in the city-owned land bank will stay in the land bank until the project starts.

- Co-chair Terri Hamilton Brown said the City needs to be aware of the boundaries of the study area and the letter sent to the City requesting that the land bank properties in the study area not be sold is attempt to hold the land bank properties until the recommendations of this study are available. She said that UCI and the CDCs will send a similar letter to the County regarding land and properties going through foreclosure in the study area.
- Bob Brown asked about the possibility of a county representative being invited to these meetings. Suggested names were Tracey Nichols and Paul Alsenas. The study team will contact them about getting involved.
- Terri Hamilton Brown said they are going to measure each of the four corridors against all of the evaluation criteria in order to have an equal comparison for the decision-making process.
- Mike Armstrong asked about when the Committee was going to look at funding. He pointed out that each of the four alternatives had different funding potential. Terri Hamilton Brown stated that the reason they established the policy committee was to begin identifying sources of funding and begin strategizing the next steps.
- Bob Brown asked how different alternatives can affect the funding sources.
- Mike Armstrong began explaining the federal funding methods, with the federal government contributing up to 80 percent of the project cost if federal funding is available. He added, however, that you cannot know specifically how much money will be allocated to the project until it gets farther along. Then he deferred to John Motl of ODOT who deals with the funding concerns of these roadway projects.
- John Motl said the boulevard will most likely be considered a part of the federal aide system and more than likely be a state route, therefore it would be eligible for gas tax funding. He further explained that parts of the road will be eligible for certain funding while other parts, such as utilities, are not eligible.
- Terri Hamilton Brown commented that the potential funding sources be a part of the evaluation criteria.
- Mike Armstrong made the point that one alternative may cost more than another, but it may be eligible for more state or federal funding, costing less locally.
- Mary Cierebiej will look at TRAC and the criteria for funding.
- Craig Hebebrand said they are going to examine the various funding sources in the next six months. Potential funding sources should come after that.

7) Next Steps

- Mary Cierebiej announced the dates of the next meetings:
 - Workshop, August 18th, 8 a.m. at Quincy Place.
 - September (date TBA) Committee meeting #2
 - Public Meeting (date TBA) in late September/early October.
- Mary Cierebiej also said they will make the revisions to the conceptual alternatives and draft matrices based on the comments made at this workshop and will send them out to the Committee along with the meeting notes prior to the August workshop.
- Terri Hamilton Brown asked if the committee could pull together documents that will demonstrate the magnitude and importance of this investment to business and to the public.

Meeting Attendees

CUY-Opportunity Corridor Workshop #1 – June 16, 2005

Name	Organization
Mahmoud Al-lozi	NOACA
Michael Armstrong	Federal Highway Administration
Debbie Berry	City of Cleveland Planning
Bob Bertsch	City of Cleveland Economic Development
Kelly Brooker	ODOT-Central Office
Bob Brown	City of Cleveland Planning
Ben Campbell	Slavic Village Development Corporation
Millie Caraballo	CIRI
Mary Cierebiej	HNTB Ohio, Inc.
Freddy Collier	City of Cleveland Planning
Andrew Cross	City of Cleveland Traffic Engineering
Brian Drobnick	Fairfax Renaissance Development Corporation
Ron Eckner	NOACA
Marka Fields	Cleveland City Planning
Jacek Ghosh	Fairfax Renaissance Development Corporation
Terri Hamilton Brown	University Circle Incorporated
Craig Hebebrand	ODOT District 12
John Hopkins	Buckeye Area Development Corporation
Lora Hummer	ODOT District 12
Jamie Ireland	Early Stage Partners
Robert Jackimowicz	(for Councilman Frank Jackson of Ward 5)
Ben Limmer	University Circle Incorporated
Howard Maier	NOACA
Richard McNitt	(for County Commissioner Peter Lawson Jones)
John Motl	ODOT District 12
Clair Posius	Cleveland City Planning
Bob Reeves	University Circle Incorporated
William Riley	Mt. Sinai Baptist Church/Mt. Sinai Ministries
Mike Schipper	GCRTA
Aubrey Sippola	Whelan Communications
Tim Tramble	BBC Development Corporation
Matt Wahl	HNTB Ohio, Inc.
John Wheeler	CWRU
Ned Whelan	Whelan Communications



Agenda

Date: August 18, 2005
Time: 8:00 a.m. – 12:00 noon
Location: Quincy Place
8111 Quincy Avenue, Suite 100
Cleveland, OH 44104
Attendees: CUY-Opportunity Corridor Committee
Re: CUY-Opportunity Corridor PID 77333

Workshop Agenda

- Project Updates
 - City of Cleveland Development Cluster Meeting
 - UCI Traffic Study
 - NOACA and TRAC Application Requirements
 - BBC Master Plan
 - NOACA Traffic/Modeling
 - Review goals and objectives
- Refinements of Conceptual Alternatives
 - Identification of red flags
 - Potential Structure Requirements
 - Modified Alternative 1
 - ⇒ option to avoid Woodland Cemetery
 - ⇒ asymmetrical widening
 - Modified E. 105th St. connection on Alternatives 1, 2, and 4
 - Modified Alternative 4 options
 - ⇒ continuous Woodland connection
 - ⇒ shifted alignment further south of E. 55th St. station
- Evaluation Matrix
 - Economic Development Potential
 - Potential Impacts
- Next Steps
 - Committee Workshop #3 – September
 - ⇒ detailed evaluation of conceptual alternatives
 - Committee Meeting #2 – October
 - ⇒ Recommend one corridor for advancement
 - Public Meeting #1 – mid November



WELCOME

Opportunity Corridor Committee Workshop #2

August 18, 2005

HNTB

1

August 18, 2005



Agenda


- Project Updates
 - City of Cleveland Development Cluster
 - UCI Traffic Study
 - BBC Master Plan
 - NOACA and TRAC Application Requirements
 - NOACA Traffic/Modeling
- Refinements of Conceptual Alternatives
- Evaluation Matrix
- Next Steps

HNTB


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August 18, 2005

Project Updates




- City of Cleveland Development Cluster
 - Presentation on July 18th
 - City supports project
 - Willing to share resources
- UCI Traffic Study
 - NOACA TLCI Grant through City of Cleveland
 - Scope/Study Area




3

August 18, 2005

Project Updates




- BBC Master Plan
 - Met with UDC on Aug. 15th
 - First public meeting Aug. 25th
 - Plan expected to be complete by Spring 2006




4

August 18, 2005




- NOACA
 - Regional Transportation Investment Policy
 - Planning, programming and prioritizing
 - Goal to move this project to Tier 3
- TRAC
 - Transportation Review Advisory Council
 - Policies and procedures for selecting Major New Capacity Projects
 - State and federal routes only




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August 18, 2005

**Project
Updates**




- NOACA and TRAC Application Requirements
 - Requires presentation to NOACA
 - Applications process
 - Scoring Criteria




6

August 18, 2005

**GOAL:
Accessibility**







- Objective
 - Improve access to University Circle employment, healthcare, education and cultural venues.
 - Improve access to the Interstate Highway System.
 - Improve access to the neighborhoods located along the corridor (approximated by the existing railroad corridor).

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August 18, 2005

**GOAL:
Mobility**






- Objective
 - Improve mobility (reduce travel time and trip length) between the Interstate Highway System and University Circle.
 - Improve mobility (reduce travel time and trip length) between the neighborhoods located along the corridor (approximated by existing railroad corridor) and University Circle.
 - Improve mobility (reduce travel time and trip length) between the Interstate Highway System and the neighborhoods located along the corridor (approximated by the existing railroad corridor).

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August 18, 2005

**GOAL:
Community
and Economic
Development**







- Objective
 - Improve the movement of people, goods and materials through the corridor.
 - Improve competitiveness of identified development sites.
 - Improve competitiveness of the corridor to attract residents, customers, employees and businesses.

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August 18, 2005

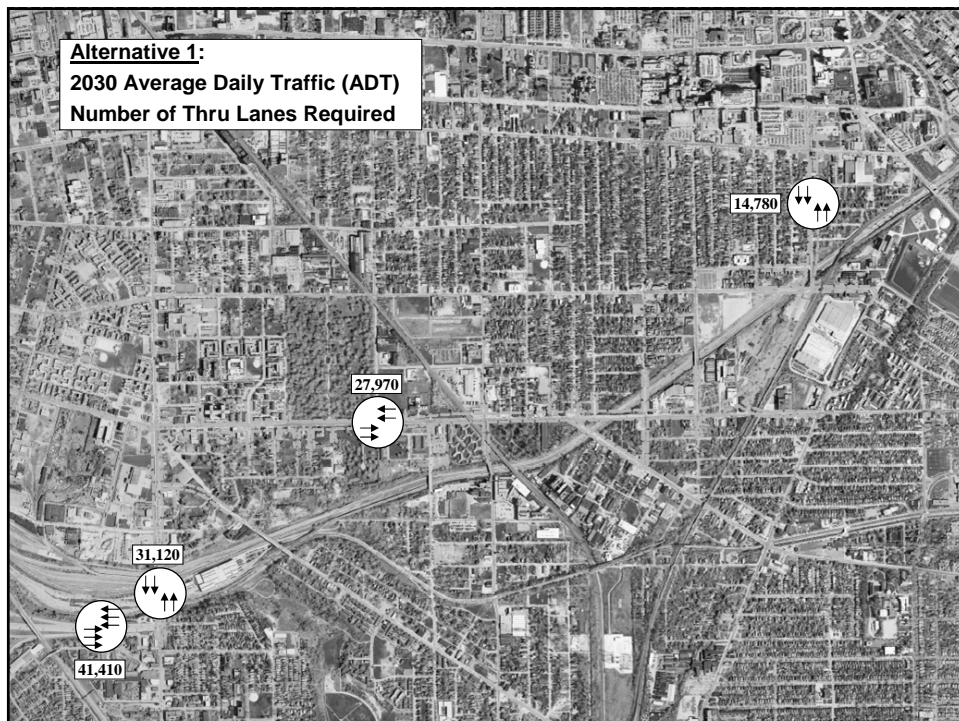
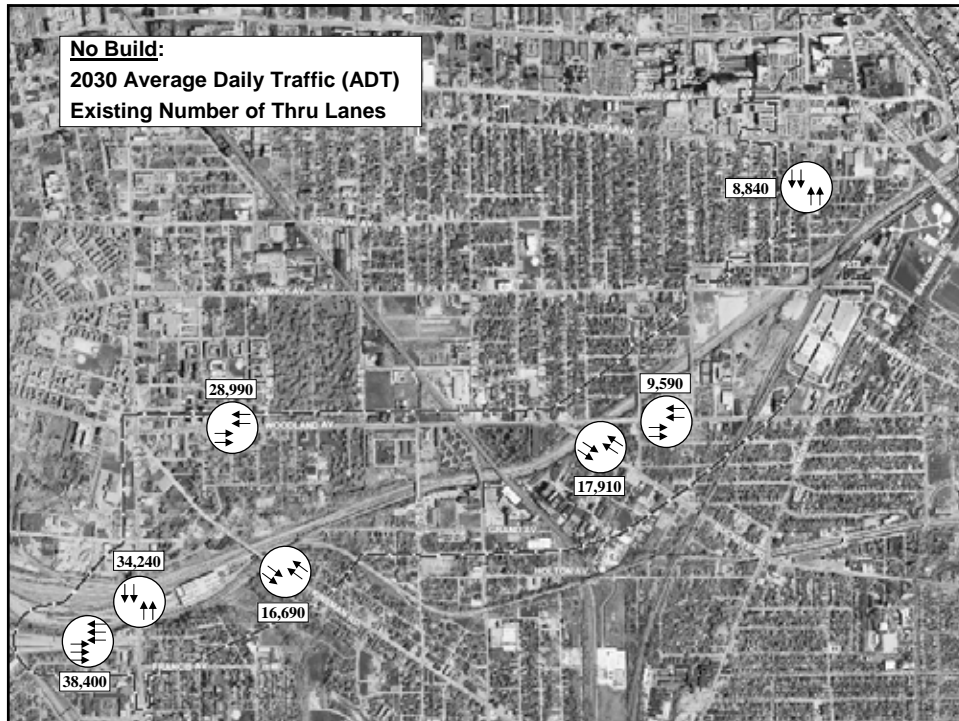


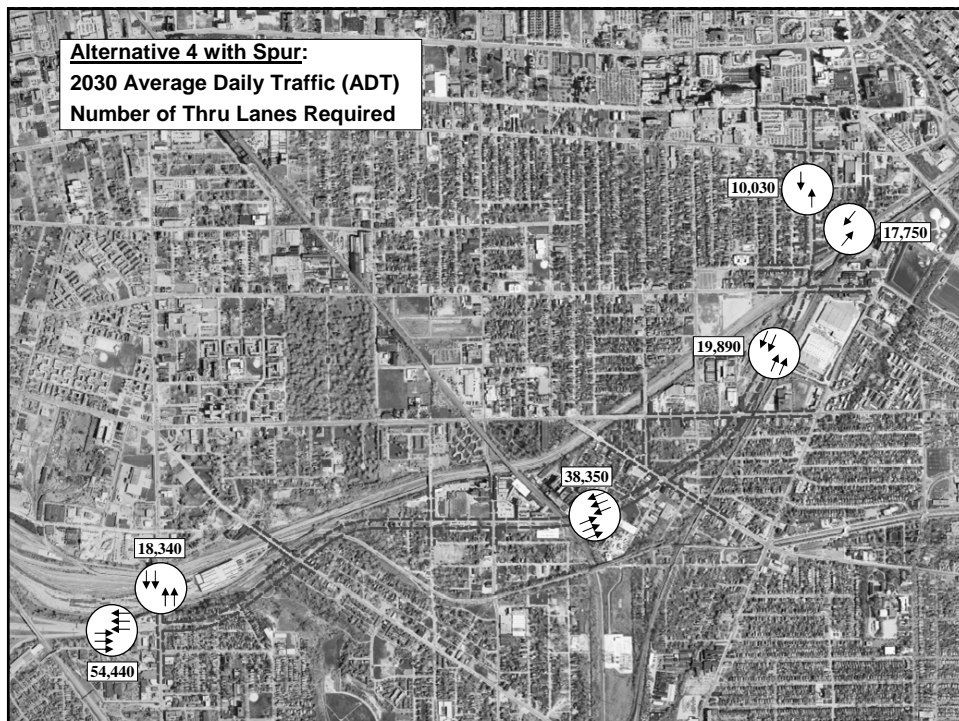
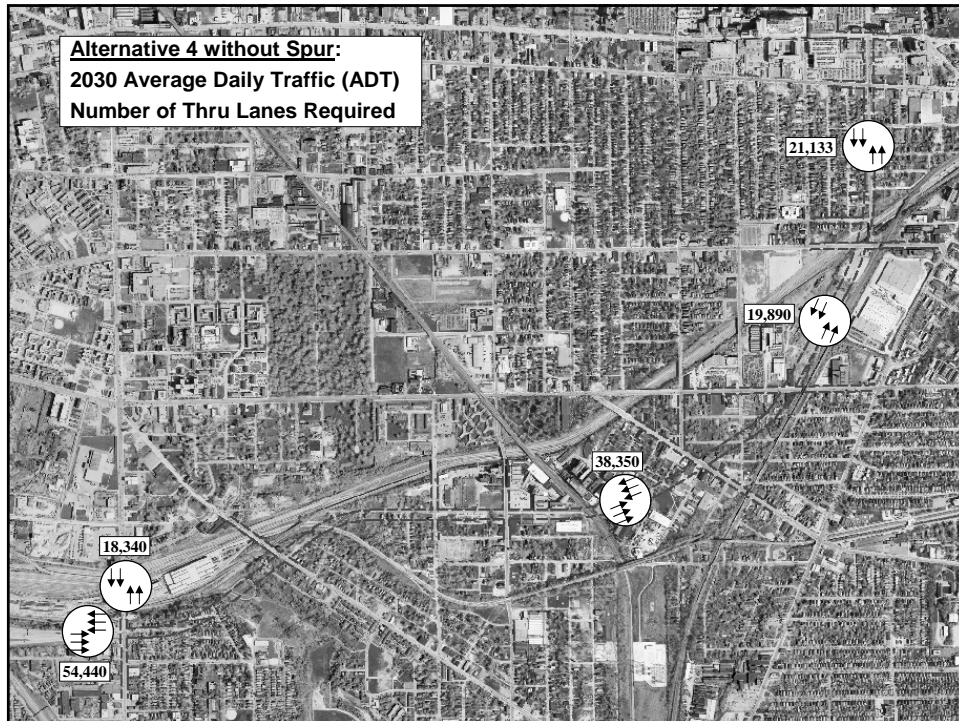


- Study Area Traffic Volumes and Preliminary Modeling Results


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Modeling




- Alternatives 2 and 3 react very similarly to Alternative 4 in terms model results




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- Potential Red Flags

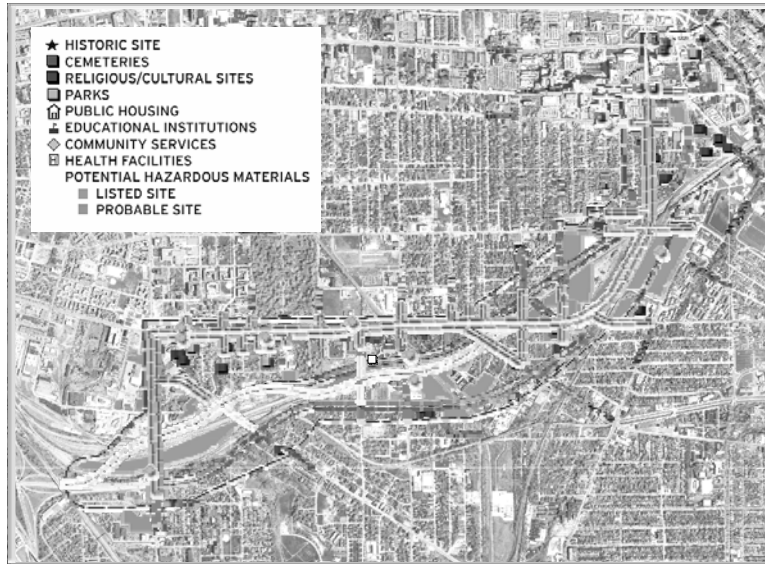


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POTENTIAL RED FLAGS

POTENTIAL RED FLAGS



ALTERNATIVE 2

PROBABLE SITES

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Refinement
of
Conceptual
Alternatives

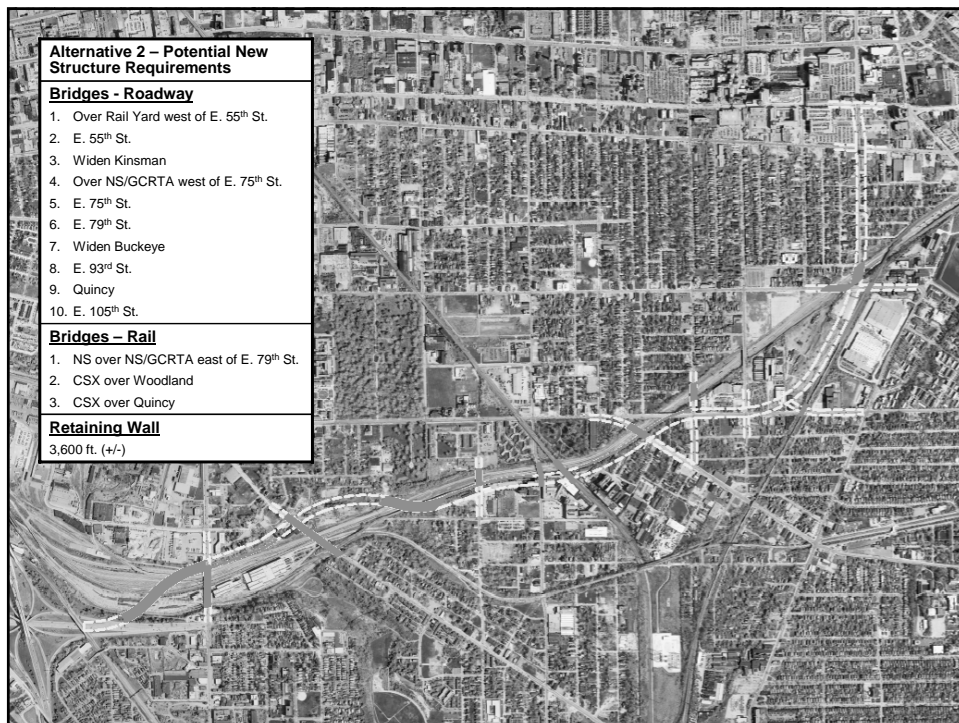
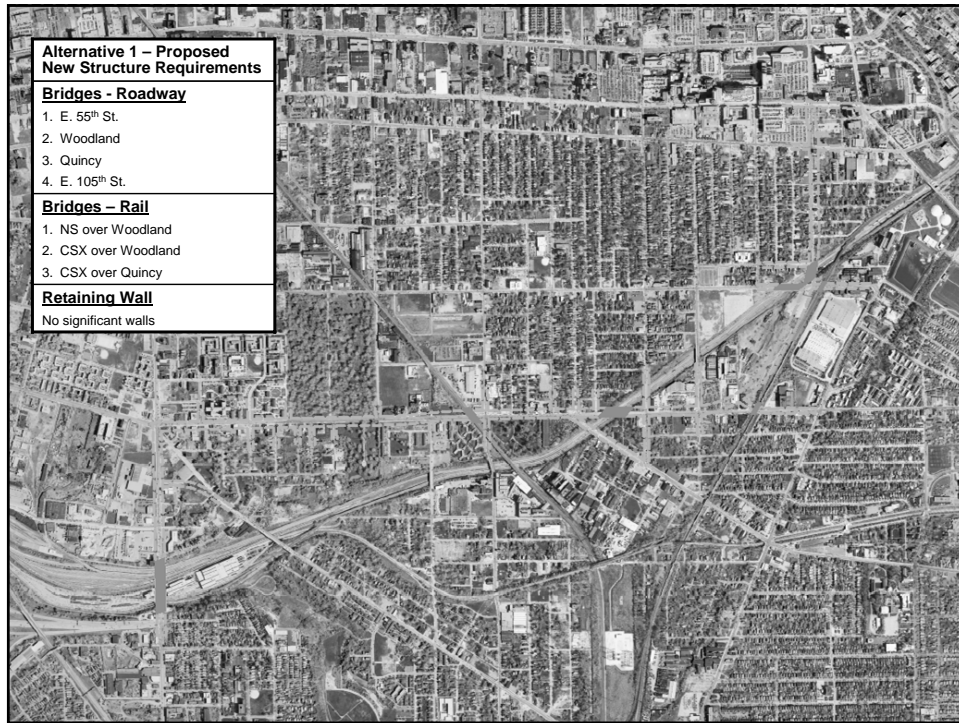
- Potential New Structures
- Conceptual alternative modifications

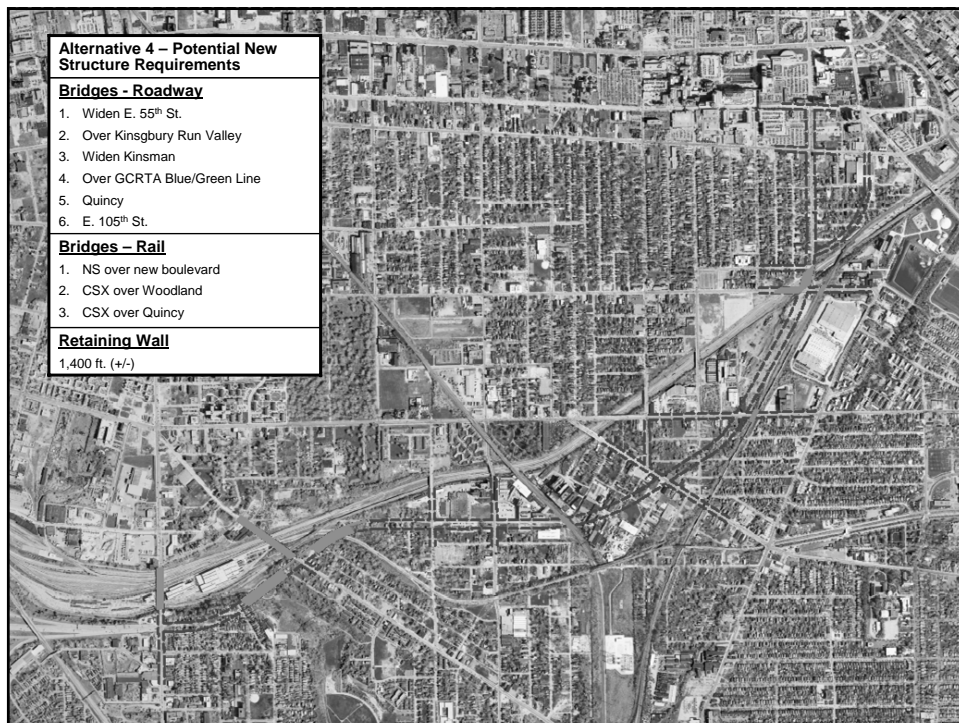
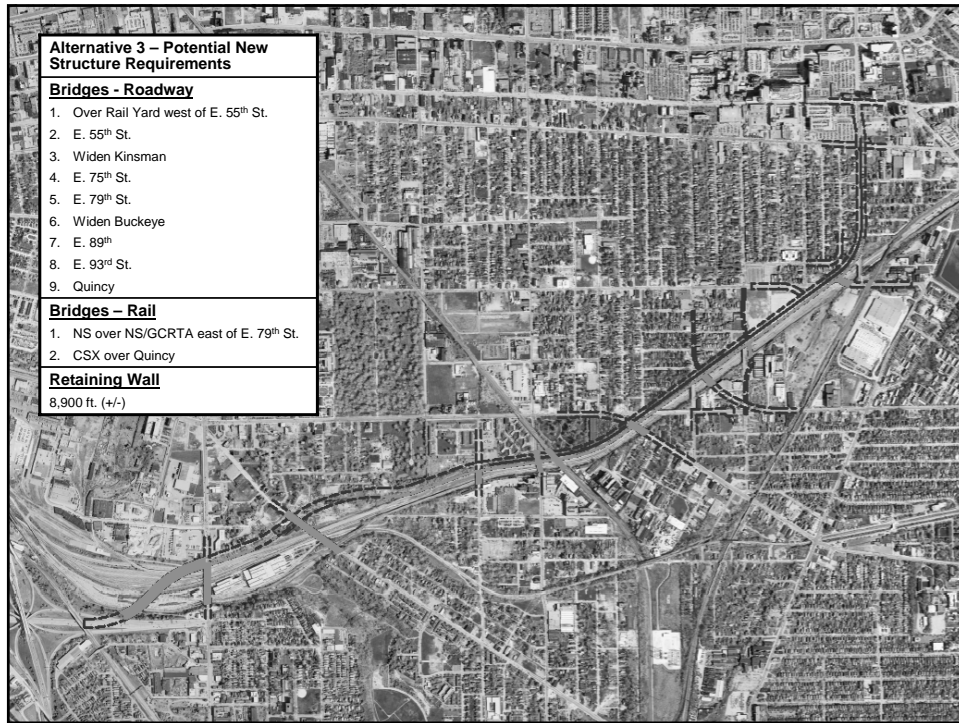


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**Refinement of
Conceptual
Alternatives**

- Redevelopment potential



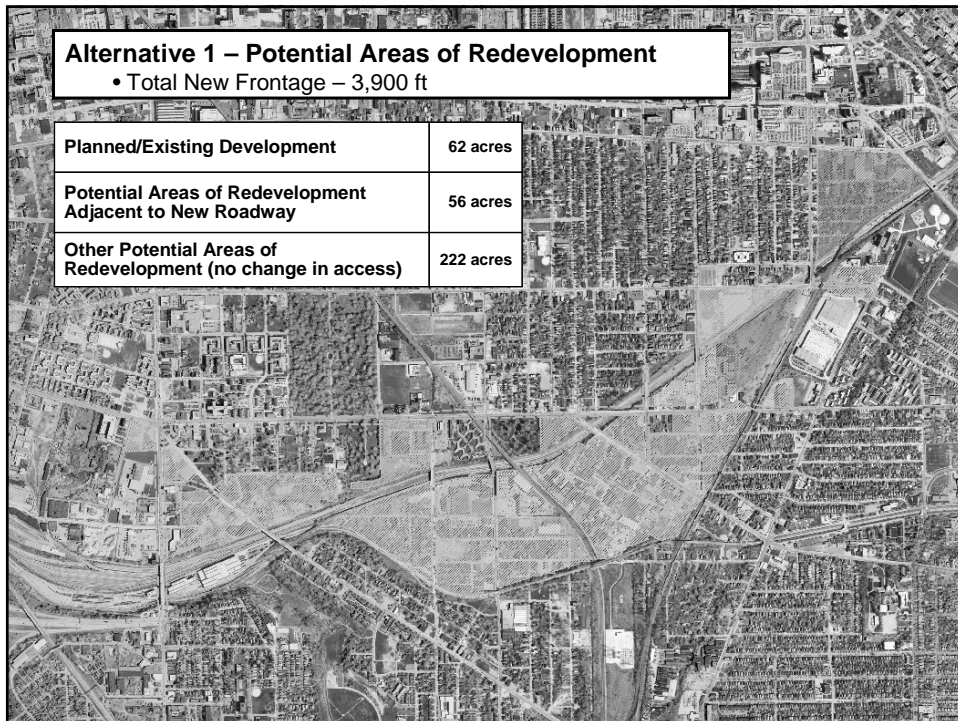
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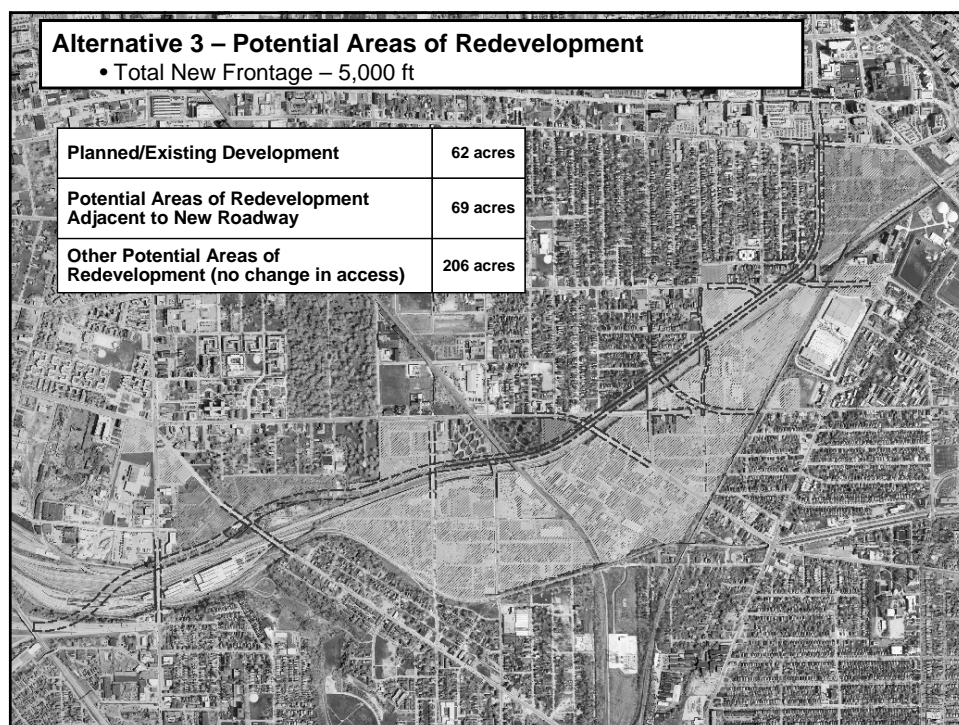
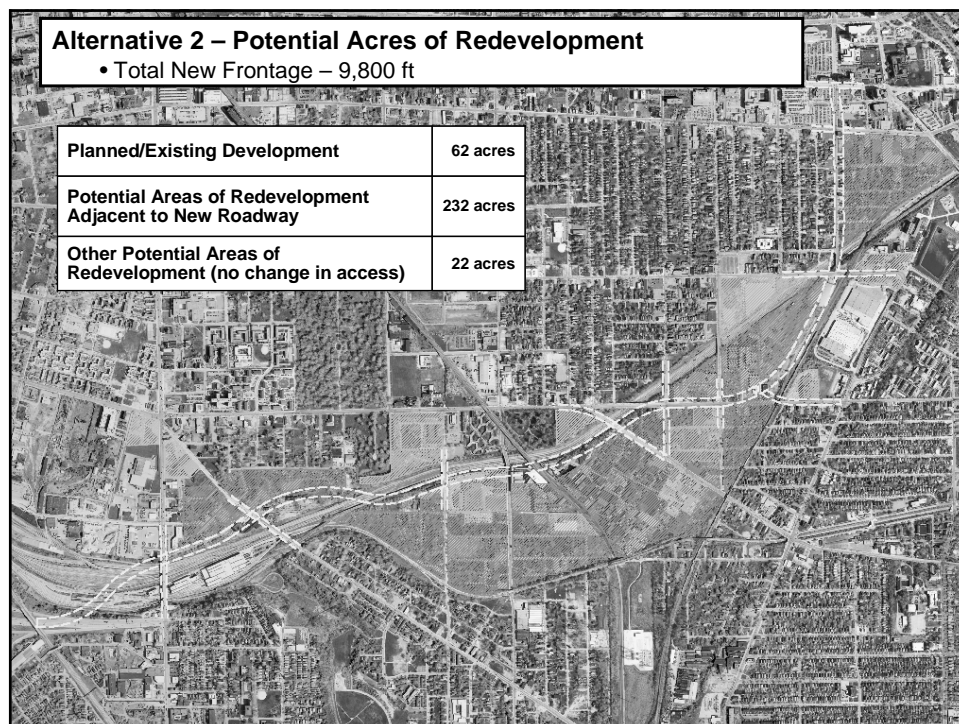
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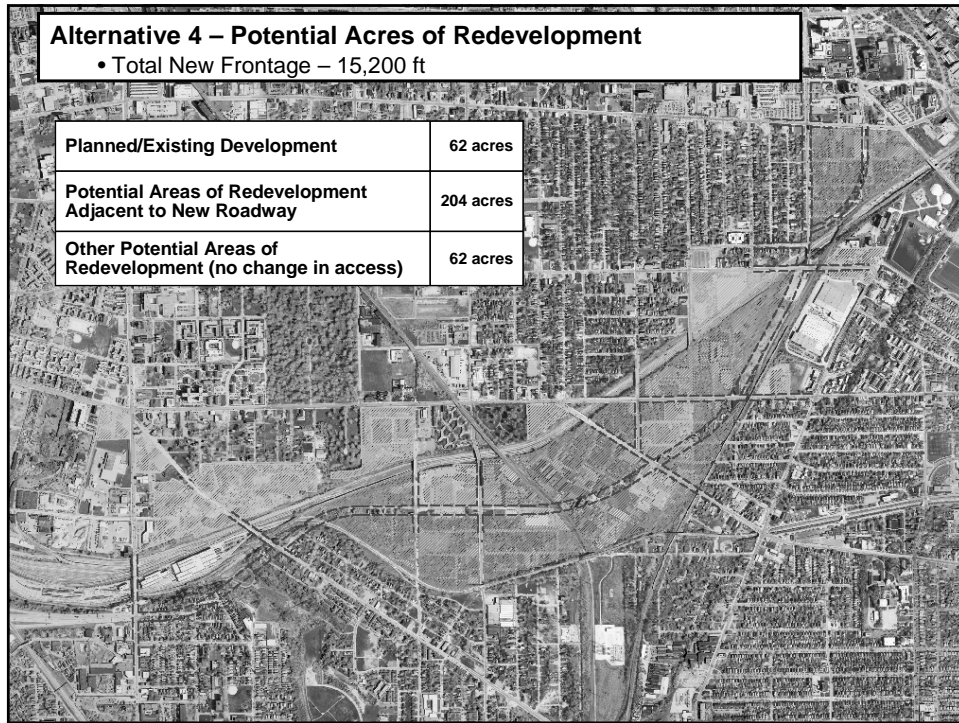
Alternative 1 – Potential Areas of Redevelopment

- Total New Frontage – 3,900 ft

Planned/Existing Development	62 acres
Potential Areas of Redevelopment Adjacent to New Roadway	56 acres
Other Potential Areas of Redevelopment (no change in access)	222 acres



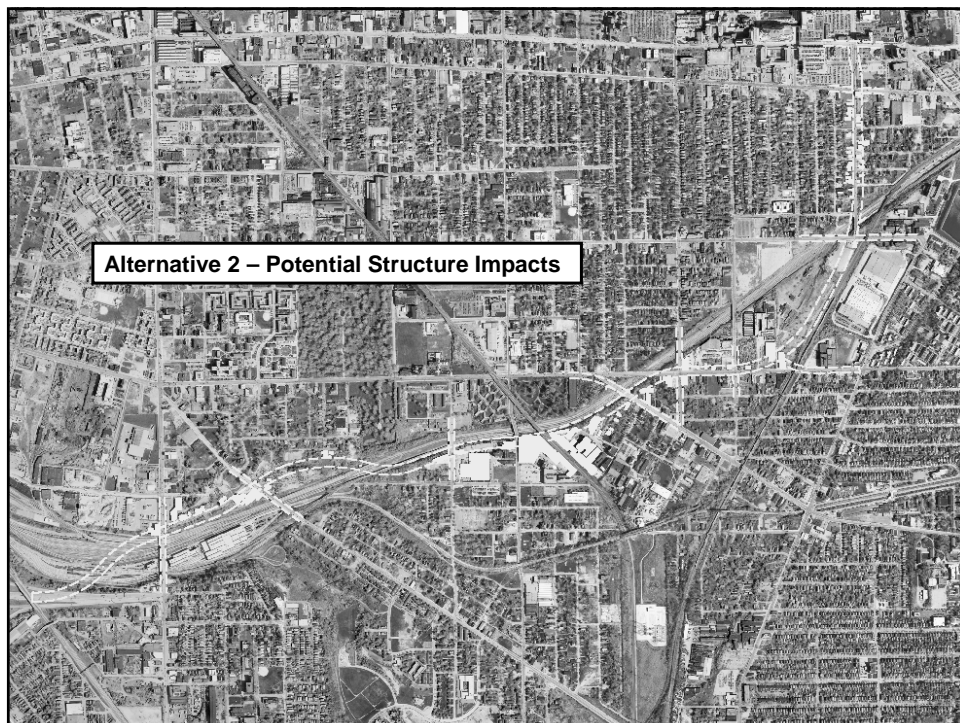
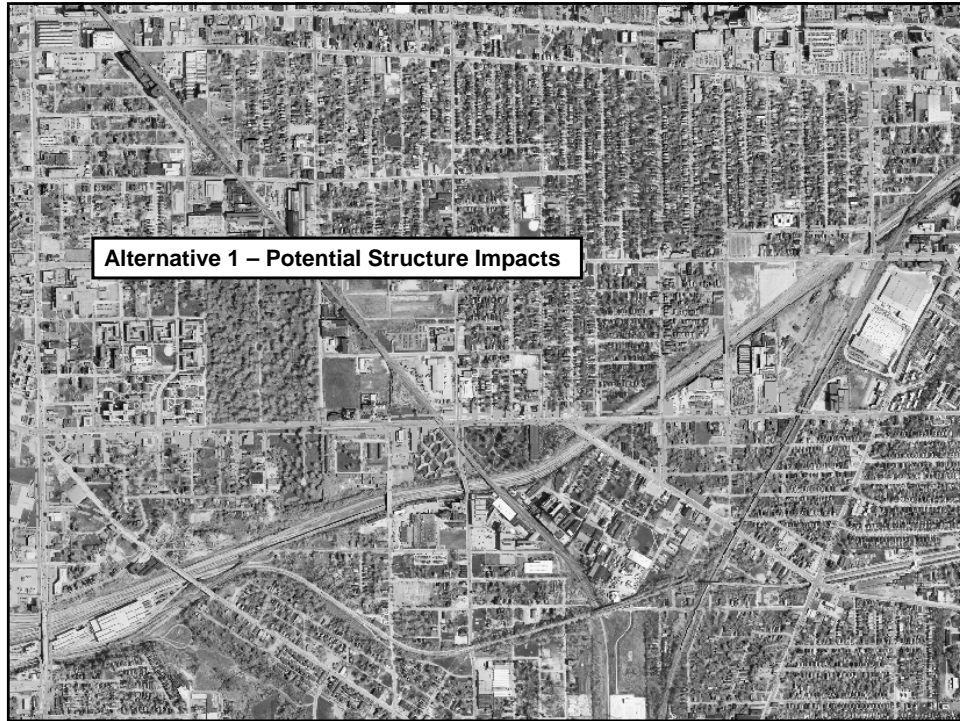


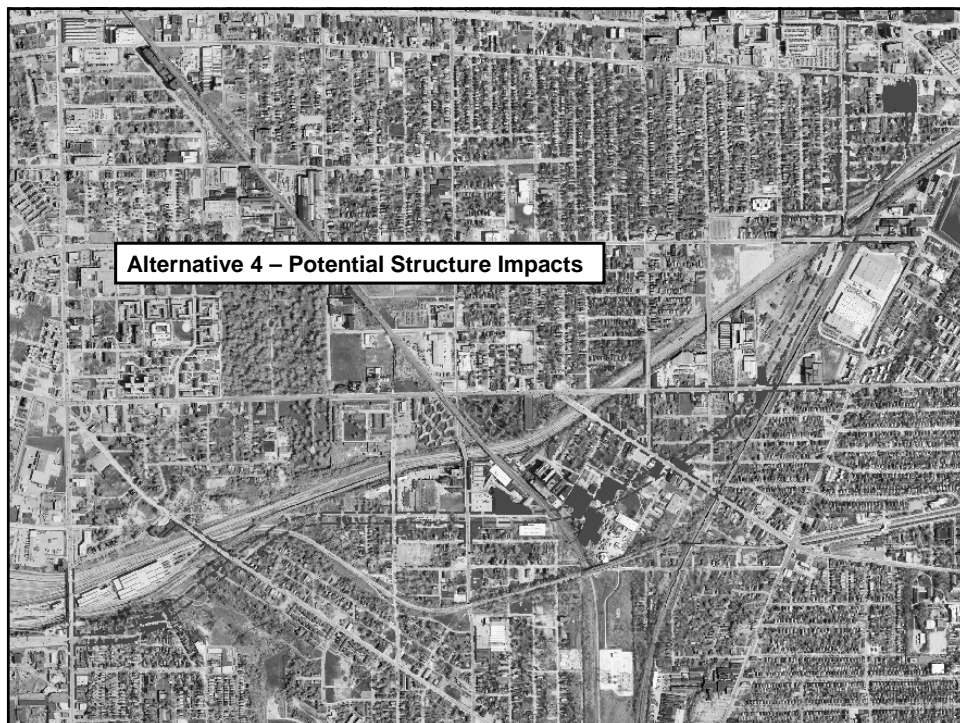
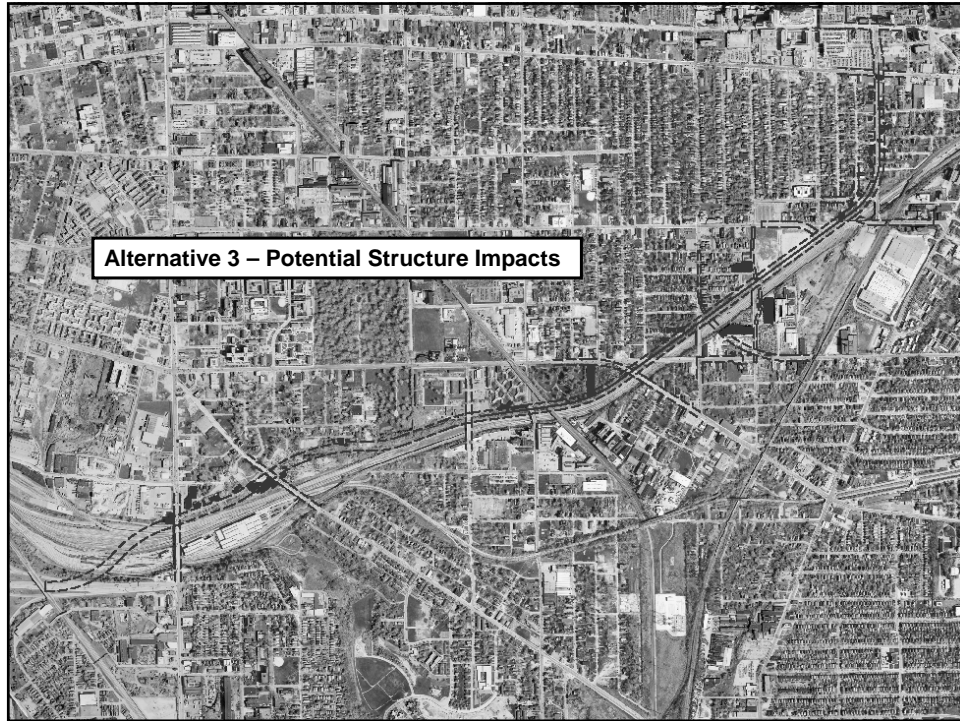


Refinement of Conceptual Alternatives


- Potential residential and commercial structure impacts


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August 18, 2005





Evaluation of Conceptual Alternatives







- Evaluation Matrix
 - Potential impacts
 - Potential issues/concerns

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August 18, 2005

Next Steps





- Next Steps
 - Workshop #3 - September
 - Committee Meeting #2 – October
 - Recommend one corridor for advancement
 - Public Meeting - November
 - Consensus/Refinements
 - Newsletter #1
- Questions / Comments

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August 18, 2005



THANK YOU!

HNTB

Meeting Notes

Date: August 18, 2005
Time: 8:00 a.m. – 11:00 a.m.
Location: Quincy Place
8111 Quincy Avenue, Suite 100
Cleveland, Ohio 44104
Attendees: CUY-Opportunity Corridor Committee
Re: CUY-Opportunity Corridor PID 77333
Workshop #2

The Power Point Presentation given at this workshop can be found on the project website accessed through www.innerbelt.org. The meeting minutes reflect the discussions generated as a result of the presentation.

1) Introduction

- James Ireland III, co-chair of the Opportunity Corridor Committee and president of the Musical Arts Association opened the meeting at 8 a.m. welcoming everyone to the second workshop. He said the purpose of this workshop is to go over the refinements made to the alternatives since the last workshop and to review the modeling criteria and matrix. He asked everyone to go around and introduce themselves.
- Terri Hamilton Brown, the other co-chair of the Committee and president of University Circle Incorporated (UCI) discussed the purpose and importance of this workshop and project updates. She said that the goal of these workshops is to narrow down the alternatives from four to one and to move the project from a study to a plan.

2) Project Updates

- Terri Hamilton Brown continued to give an update of what has happened since the last workshop. She said they were invited to give an update to the City of Cleveland's Development Cluster where Chris Ronayne informed them of Mayor Jane Campbell's full support behind this project and that the city is willing to share resources as needed. The City of Cleveland is also aware that a local match will be required for this project and that some of the existing infrastructure is in need of repair. Hamilton Brown also said that the city is working to help identify condemned and demolished properties in the study area. She also stated they were invited to give an update the Greater Cleveland Partnership, the point being, they are working to reach out to stakeholders. Greater Cleveland Partnership is also very supportive of this project.
- Bob Reeves of University Circle Incorporated (UCI) reported that UCI recently hired Desmond Associates to perform a parking study in University Circle near University Hospital and Case Western Reserve from E. 93rd Street to the tracks to collect information on traffic flows and requirements. The study will begin next month and will take approximately three months to complete.

- Terri Hamilton Brown commented that the funding is now in place for the Burten, Bell, Carr Development Corporation (BBC) Master Plan and the planning is process is currently underway. They will be holding their first public meeting on August 25, 2005 at 6:00pm at the Stokes Social Service Plaza on Woodland Ave. Also, the consultant team recently met with Urban Design Center (UDC), BBC's Master Plan Consultant, to update them on the project and explain the conceptual alternatives that are currently being evaluated. UDC will briefly discuss this project and how it relates to the master plan development for the Ward 5 portion of the Forgotten Triangle.
- Craig Hebebrand, Project Manager from ODOT District 12 discussed NOACA and TRAC application requirements. He said the Opportunity Corridor is an arterial road but will not be considered a highway. This, and the TRAC system of scoring completed by NOACA, will determine the amount of Federal/State funding. The Opportunity Corridor will be a highly traveled roadway so it will score well in the TRAC system. Hebebrand said another component of the TRAC scoring system is future economic development, and that the Corridor will also score very well in that category. He said they need to secure letters from businesses stating they are willing to relocate to the area to serve as proof for scoring well in this category. He also said they do not count retail jobs, and would need commitments from outside the region rather than moving from another area in the city.
- Hebebrand also stated they would like NOACA to take the project from a Tier 4 to a Tier 3. This project may include a local match of \$30 million. It is a big commitment and expensive because it is new construction in an urban area. The project will score low on cost effectiveness because it is a new roadway. It will have a high cost per mile for construction. He said to get to part B, which is the scoring section, NOACA must agree that it is a very important project and since we are currently conducting a feasibility study, which is a requirement of Part A, once this study is complete and NOACA concurs with the recommendations we should be able to move to Part B. Hebebrand also said the project needs to find a local agency to sponsor it. Cuyahoga County Engineer is one possibility. Jamal Husani from the County Engineer's Office is in attendance and we will be keeping them informed as the project progresses.
- Mille Caraballo, Manager of Industrial Development for the Cleveland Industrial Retention Initiative, asked if the TRAC scoring system takes into account job retention, not just job creation. Craig Hebebrand responded that job retention is taken into account. A copy of the scoring criteria for NOACA and TRAC was distributed to the committee for their information.
- David Goldberg from Ohio Savings Bank suggested that we get letters from University Hospitals, Cleveland Clinic and Case Western Reserve University stating how many new jobs they will be creating if the Corridor is built and the neighborhood improved. He then stated that letters from the Cleveland Clinic and Bioenterprise are not a problem, but letters from outside will be a problem. Institutions can do their own traffic studies and get projections needed for the scoring criteria. Jamie Ireland agreed that this is important because these are the largest employers there. Hamilton Brown also agreed and said that information like that would help this study.
- Mary Cierebiej reviewed the goals and objectives established for this study. See PowerPoint presentation or meeting minutes from June 9th workshop at <http://www.innerbelt.org/OChistory.htm>.

3) Refinements of Conceptual Alternatives

- Matt Wahl with HNTB discussed preliminary traffic modeling and potential impacts of each of the four alternatives. He said that alternatives 2, 3 and 4 would react very similarly to the model so NOACA is running Alternative 4 and Alternative 1 for modeling purposes. Alternative 1 is close to the “no build” option.
- For alternative 1, NOACA projected the traffic counts through 2030. Matt Wahl compared the volume of the Corridor to that of Mayfield Road, it is fairly heavy. The model showed that even with improvements made to E. 55th and Woodland, the traffic volumes would be lower than existing volumes. It is not clear why this happened, but it is possible that the model did not respond well to moving the Kinsman and E. 55th St. intersection south of the existing 5 legged intersection with Woodland.
- Alternative 4 has been modified since the last workshop. The intersection at Woodland Avenue was changed to a four-leg intersection instead of the proposed “S” curve in the road. The modifications showed the traffic counts are significantly less on East 55th Street which was consistent with Burgess & Niple’s study, and that there is a high demand for a through movement from I-490 to the boulevard.
- Terri Hamilton Brown questioned the speed limit used in the traffic model. Mahmoud Al-lozi responded that NOACA used a posted speed limit of 35 mph and design speed of 40 mph for the model.
- Matt Wahl then began discussing potential “red flags.” He commented that there are a lot of abandoned factories in the study area and that the subconsultants have been gathering data on the various structures and land that may be affected. There are three main historic concerns: Woodland Cemetery, St. Elizabeth’s Catholic Church and the Ken Johnson Recreation Center/Bath House. He then outlined other areas of concern: religious and cultural sites, parks, public housing (ex. CMHA, Section 8 housing and Mt. Sinai Senior Center), educational sites, community services (GCRTA, post office, library and the fire station), as well as environmental concerns. For the environmental concerns, there are many sites that are registered as having underground storage tanks, which doesn’t necessarily mean they are polluted, but they still need to be listed. In addition to the listed sites, there are numerous sites that have the potential to be polluted due to the current or past land use of the site.
- Wahl then went over potential new structures (bridges and retaining walls) needed with each alternative.
 - With alternative 1, it is estimated that four new roadway bridges, and three new rail bridges would be required, but has no significant retaining walls. Wahl stated the intersection/structures at Quincy and East 105th Street will be difficult. If we attempt to meet standard clearances, one road requires its height to be lowered and the other needs to be raised. It will become a pinch point. Another thing to consider is the RTA facility under reconstruction. Widening E. 105th and/or Quincy would impact the new E. 105th St. station. In terms of the E. 105th St. improvements, he said if the modification was made to widen to the east or west, instead of on both sides, property takes can be minimized on E. 105th St. but then you need to consider whether or not you want all the residential access points along the boulevard.

- For alternative 2, it is estimated that ten new roadway bridges would be required, three new rail bridges and +/- 3,600 ft. of retaining walls would be required. One of the significant new structures that would be required for this alternative would be a bridge from I-490 over the NS/GCRTA rail yard just west of E. 55th St.
- For alternative 3, it is estimated that nine new roadway bridges would be required; two rail bridges, and +/- 8,900 ft. of retaining walls. The large structure of the rail yard would also be required as part of this alternative. It is estimated that the retaining walls would be approximately 20 ft. high along the railroad right of way.
- For alternative 4, it is estimated that six roadway bridges, three railroad bridges, and +/- 1,400 ft. of retaining wall. The major changes made to this alternative is the shift just south of the proposed GCRTA station at E. 55th St., and providing a continuous intersection at Woodland. Because we are farther from the railroad with this alternative there are fewer retaining walls required. What will have to be explored further is whether we go over or under the NS Cleveland Line east of E. 79th St.
- David Goldberg pointed out that one of the goals of Opportunity Corridor is to serve the major institutions in University Circle. Goldberg questioned the potential access through to Cleveland Clinic and asked if the spur can be extended to Case Western Reserve and University Hospitals. He noted that the alignments along E. 105th Street are not good but that the alignments with the spur to E. 107th were better, but asked if there was another option. Goldberg also suggested moving the spur to another location closer to the railroad tracks east of E. 105th and making a connection to Mayfield.
- Jacek Ghosh, economic development director of the Fairfax Renaissance Development Corporation, asked if NOACA can model the alternatives without including the traffic on E. 105th Street. Mahmoud Al-Lozi responded that traffic originally on E. 105th Street would move to the spur.
- John Motl of ODOT District 12 noted that planning level traffic is approximate and the model may not include some planned improvements such as the West Quad and VA expansion.
- Hamilton Brown then stated that East 105th Street is important to the VA, Clinic, UH and CWRU. She said dumping the traffic out at East 107th Street and Cedar won't help. She went on to explain there is another study that will be happening soon that will look into improvements to the bottom of Cedar Hill, Martin Luther King and land redevelopment around it. Hamilton Brown suggested they should look into how the Opportunity Corridor study would mesh with that study. Urban Design Associates (UDA) will be conducting this study. Funding was received through a NOACA grant. The study will begin in October 2005 and coordination between the two studies will be very important.
- Jamie Ireland said that we should give all development projects consideration. If the Corridor can push through to MLK, it is definitely worth studying, that is a hot spot. Mary Cierebiej said that HNTB will look into it.
- Michael Armstrong from Federal Highway Administration noted that we should not limit the design based on current one-way streets because they can be changed in the future. Hamilton Brown asked if there was access to E. 93rd Street in the model for alternative 4. Matt Wahl said that E. 93rd Street would be accessed from the Woodland or Quincy intersections.

- Goldberg asked if there were other options besides E. 105th Street because E. 105th Street isn't great for the Clinic. It might be too far east. Molt rebutted that the Clinic said they had no problem with the use of East 105th Street. Wahl said there is a lot of housing fairly close to the street that needs to be taken into consideration if E. 93rd Street were to be widened. He said it is a tight road. Ghosh said he is not opposed to looking at E. 93rd Street, but it is the heart of the Fairfax neighborhood. He suggested they look at all options, and then decide what is best.
- Robert Jackimowicz (for Councilman Frank Jackson of Ward 5) asked if the area north of Quincy should be looked at as a separate study. The UCI's study led by UDA will have alternatives by January 2006. He said they will work closely with UCI to make sure nothing is missed.
- Terri recommended a meeting of institutions including Murray Hill, Little Italy, etc. to get their input on the connection north of Quincy. There was no representative of the Cleveland Clinic present at this meeting.
- Brian Drobnick of Fairfax Renaissance Development Corporation (FRDC) noted that with the spur located at E. 107th Street, the eastern triangle is useless. Hamilton Brown pointed out that as we continue to identify existing conditions, it will help determine things.
- It was asked if E. 93rd Street would be a benefit and it was recommended that we ask the Clinic's opinion. Hamilton Brown said we need to include Fairfax in that discussion. She asked if anyone had any other concerns regarding this.
- Steve Standley of University Hospitals Health Systems asked if they were considering having industrial businesses along this road, in terms of number of access points. Yes, but some of the drives may be consolidated to limit the number of driveways fronting the new boulevard.
- Millie Caraballo of CIRI stated that people have been calling about properties wanting to know where the road is going so they can buy property in the area. David Goldberg stated that the information discussed at these meetings should be kept within the committee. Armstrong expressed that because it is a public process, the public has a right to know what is discussed at the committee level.
- Brian Drobnick pointed out that Alternative 3 renders the Youth Intervention Center useless, and that would not go over very well with Cuyahoga County.
- Terri Hamilton Brown said alternative 4 seems to provide greater potential for economic development but we still need to study all of the possibilities. She added that alternative 4 is the most cost effective too.
- Hebebrand said the NEPA process balances all issues: costs, impacts, benefits, etc.
- Kim Scott from Burten, Bell, Carr Development Corporation (BBC) asked about pedestrian access at E. 55th Street station. Craig Hebebrand stated that there is a possibility of providing a grade separation at E. 55th Street, or a pedestrian overpass located mid-block rather than at the intersection of E. 55th Street and I-490 to access the station.
- Hebebrand said there will be a signalized intersection but it is still a concern because of its size. He said that if you put a pedestrian bridge at a signalized intersection, people won't

- use it, they'll cross at the cross walk instead of going up stairs and over a street. He said they would consider a mid-block overpass but that still doesn't guarantee people will use it.
- Hebebrand continued to say that the I-490 and East 55th Street intersection is a problem. He said they have been looking into taking the I-490 traffic underneath East 55th Street, like a freeway interchange. It is a possibility.
 - Terri Hamilton Brown recommending a meeting with Slavic Village, BBC, and the RTA to discuss station, access, etc.
 - Andy Cross from City of Cleveland Traffic Engineering noted that if that area was a 4 way intersection at E. 55th Street, most traffic would be thru-traffic; very few would be turning there. He said just that the grade separation would be a vast improvement for pedestrians.
 - Matt Wahl continued with talking about vacant and underutilized land in the study area. Maps were shown of each alternative and how many acres of land could potentially be opened up for development by each alternative. Each alternative assumes 62 acres of planned and/or existing development.
 - Alternative 1 could potentially open up 56 acres for redevelopment adjacent to the new roadway. This alternative differs from the other three because it currently has acreage available for redevelopment adjacent to the existing street network. It is estimated that there is approximately 222 acres potentially available for redevelopment without changing access to those parcels. Approximately 3,900 ft. of new frontage will be created with Alternative 1.
 - Alternative 2 would allow for 9,800 ft. of new frontage, but it has impacts to Orlando Bakery. However, it does not impact the proposed Youth Intervention Center. Alternative 2 could potentially open up 232 acres for redevelopment adjacent to the new roadway. This is in addition to the estimated 22 acres available for redevelopment without changes access to those parcels.
 - Alternative 3 allows for 5,000 ft. of new frontage. This alternative has impacts to the proposed Youth Intervention Center. Alternative 3 could potentially open up 69 acres for redevelopment adjacent to the new roadway. This is in addition to the estimated 206 acres that are currently available for redevelopment with existing access.
 - Alternative 4 allows for 15,200 ft of new frontage because it opens up property on both sides of the road, unlike Alternative 3 that backs up to the railroad tracks leaving the area for development on one side of the road. Alternative 4 could potentially open up 204 acres for redevelopment adjacent to the new roadway. This is in addition to the estimated 62 acres that are currently available for redevelopment with existing access. Wahl asked if there were questions or comments.
 - David Goldberg said that frontage is the key to redevelopment. We should not look at current zoning when making estimates of potential areas of redevelopment, because land use and zoning in the area could change in the future.
 - Hamilton Brown spoke with the City of Cleveland is already looking at rezoning as part of their Citywide Plan. This committee will continue to work with the city and the CDCs in the study area on the development of the Citywide Plan.

- The next item discussed was Potential Residential and Commercial Impacts. Wahl noted that it is difficult to tell if many of the houses are being renovated or are abandoned because of newly boarded up windows, so we are still working on differentiating between vacant and occupied structures that may potentially be impacted.
 - Alternative 1, if you do a widening to the South, Mt. Sinai Senior Center and the CPP substation could be impacted. For East 105th Street, if you widen to one side or the other, you can save takes but it is in question whether they want to leave driveways fronting on the new boulevard. If you widen symmetrically, you will impact houses on both sides of the street. Drobnick pointed out that we don't want to be creating vacant lots that the city will end up having to spend money to take care of. Jacek Ghosh said that we may want to consider taking all of the houses on the west side of E. 105th back to E. 103rd St. so you are not looking at backyards from the new boulevard. Matt Wahl said you could consider landscaping or mounding as a buffer between the road and the houses. Armstrong said that Federal money will only be given to take houses that are a necessity; not what we think will aid in economic development.
 - Alternative 2 impacts may include a CMHA storage facility on E. 79th St., Orlando Bakery, vacant warehouses and possibly a small shopping center on E. 55th St. Again Wahl raised the issue of leaving driveways on existing Grand Ave. off of E. 55th and E. 105th fronting on this road, because it would slow traffic and increase the number of access points.
 - Alternative 3 impacts may include the Community Apartments (low income housing), St. Joseph Cemetery, the proposed Youth Intervention Center site and the proposed Mt. Sinai Multi-Plex site.
 - Alternative 4 potentially has the most residential impacts of the four alternatives. This alternative comes close to McTech Corporation, and potentially impacts Empigard Metal Finishing, and L. Gray Barrell and Drum Company. This alternative does not impact Orlando Bakery's building.
- Wahl said they assumed for these estimates that we would not take half of a street or leave a few houses fronting the new road. He said the matrix has a range of impacts associated with each of the alternative. At this point we have estimated on the high side rather than estimating low and then coming back later and increasing the number.
- John Hamilton asked about potential impacts to Micelli's and Elsons with Alternative 4. Wahl said Micelli's facilities are not impacted, but the small former grocery store that Micelli's is currently using would be. Elsons would be impacted, but most likely they could be relocated in the area.

4) Evaluation Matrix

- Wahl pointed out that the existing routes to University Circle that can be taken from the west or the south include 16-21 signalized intersections. The new road will have only 8 or 9. We do not have travel time studies at this point because NOACA's model is not able to differentiate the travel times within a short distance. The model is set up to do that on a regional basis, so distances and signals on existing roads vs. the new roadway will be used to as a measurement.

- Looking at the matrix, Jackimowicz asked about environmental justice. He wanted to know if these issues (property takes) are being raised with city planning and if there is a way to show the number of takes by area (ward) associated with each of the alternatives.
- Cierebiej responded that the matrix is not final, it will continue to evolve. We will be working with the city to identify if houses are occupied or vacant, condemned or demolished, so that rather than just showing a total number we can break it down into categories, so we can also include impacts by area.
- Armstrong said they need to work on one category at a time and the matrix helps to organize thoughts. The numbers shown on the matrix don't suffice as an explanation but this is a method of organization.
- Hamilton Brown said the matrix will be completely filled in by the next meeting to help make decisions and evaluate the conceptual alternatives against one another.
- Caraballo said some of the roads in the study area are so narrow that it may be a necessity to take houses if you do any type of widening.
- Armstrong said another option is to pay damages to the owner of a partially impacted commercial structure or property, in lieu of a complete take.
- Goldberg also asked why they don't further narrow it down to blighted structures and good structures.
- Hebebrand pointed out the definition of blighted is very subjective, and Hamilton Brown agreed that people would challenge it.
- Armstrong cautioned to be careful about civil rights. It is still someone's home. He said the committee must practice environmental justice and keep their value judgments to themselves. He suggested it would be best to stick to the terms occupied and unoccupied.
- Hamilton Brown said once we choose an alignment, we can get down to more details about the nature of the takes because we will know where the road is going.
- Wahl then pointed out to the committee that they included potential impacts in these numbers because they didn't want to surprise anyone later on. He said the count will change with the selection of an alignment. He also noted they didn't want to put the road through the middle of a neighborhood and isolate it so they tried to stay to one side or the other.
- On the topic of potential church takes, Armstrong said the committee needed to specify which churches are storefront churches and which are historical or significant. He said it is easier to relocate a storefront church. Hebebrand said they will have it subdivided by the next meeting. Hamilton Brown said they will do that for commercial structures too.
- Armstrong proposed they be more specific with stating whether they took a corner of a factory or if they went down the middle. Hebebrand said no, that they need to list it as a take, and then explain it in the documentation that accompanies the matrix.
- Kelly Brooker from ODOT Central Office asked if the number reflected an actual structure take or if they included things like yards. Mary Cierebiej responded that the takes involve structures only and that they will continue to gather information and in the next phases quantify the impact.

- Hamilton Brown asked the committee to please call Matt, Mary or Craig with any information they find regarding these topics that should be added into the matrix so we can move ahead.
- Hebebrand said they will have the matrix completely filled in by the next meeting. He said however long it takes them to pull together all the information will coincide with the date of the next meeting. Cierebiej said the next meeting is currently schedule for September and would notify everyone once a date and time is scheduled.

5) Next Steps

- Hamilton Brown said they need to discuss how to advocate for this project and try to do it with others too.
- Ben Campbell announce that there is a public meeting to discuss the design of the new GCRTA station at E. 55th St. on Monday, August 22nd.
- Hamilton Brown said we need to have a consultant at that meeting. Molt said himself or another ODOT representative will be there.
- Kim Scott from Burten Bell Carr announced there is a public meeting for the Forgotten Triangle on August 28th. Consultants or ODOT will be present.
- Steven Standley asked if we could speed up the process and eliminate one or two of the alternatives today. Hebebrand said the process needs to be defensible and documented. Studying all the alternatives equally is something that has to be done.
- The meeting was concluded. They will keep the committee updated via e-mail on the next date for a workshop.

Meeting Attendees

CUY-Opportunity Corridor Workshop #2 – August 18, 2005

Name	Organization
Mahmoud Al-lozi	NOACA
Michael Armstrong	Federal Highway Administration
Kelly Brooker	ODOT-Central Office
Ben Campbell	Slavic Village Development Corporation
Millie Caraballo	CIRI
Mary Cierebiej	HNTB Ohio, Inc.
Freddy Collier	City of Cleveland Planning
Andrew Cross	City of Cleveland Traffic Engineering
Brian Drobnick	Fairfax Renaissance Development Corporation
Marka Fields	Cleveland City Planning
Jacek Ghosh	Fairfax Renaissance Development Corporation
David Goldberg	Ohio Savings Bank
Terri Hamilton Brown	University Circle Incorporated
James Heviland	Midtown Cleveland
Craig Hebebrand	ODOT District 12
Lora Hummer	ODOT District 12
Jamal Husani	Cuyahoga County Engineer's Office
Jamie Ireland	Early Stage Partners
Robert Jackimowicz	Cleveland City Council
Ben Limmer	University Circle Incorporated
John Motl	ODOT District 12
Clair Posius	Cleveland City Planning
Bob Reeves	University Circle Incorporated
William Riley	Mt. Sinai Baptist Church/Mt. Sinai Ministries
Kim Scott	BBC Development Corporation
Aubrey Sippola	Whelan Communications
Steven Standley	University Hospitals Health Systems
Matt Wahl	HNTB Ohio, Inc.
John Wheeler	CWRU
Joel Wimbiscus	University Circle Incorporated



Agenda

Date: September 22, 2005
Time: 1:30 p.m. – 3:30 p.m.
Location: Quincy Place
8111 Quincy Avenue, Suite 100
Cleveland, OH 44104
Attendees: CUY-Opportunity Corridor Committee
Re: CUY-Opportunity Corridor PID 77333
Workshop # 3

Workshop Agenda

- Project Updates
 - CDC meetings
 - GCRTA meeting
 - City of Cleveland
- Refinements of Conceptual Alternatives
 - Alternative 4 options at E. 55th St.
 - Eastern Terminus/Spur
- Evaluation Matrix
 - Potential Impacts
 - ⇒ Residential (by type/ward)
 - ⇒ Commercial (name/type)
 - ⇒ Religious (traditional/non-traditional)
 - Cost Estimates
- Next Steps
 - Committee Meeting #2 – October 4
 - ⇒ Narrow corridors for further study
 - Public Meeting #1 – mid November



WELCOME

Opportunity Corridor Committee Workshop #3

September 22, 2005



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September 22, 2005




Agenda

- Project Updates
 - GCRTA E. 55th St. Station Public Meeting
 - BBC Master Plan Public Meeting
 - City of Cleveland Economic Development
 - GCRTA meeting
 - CDC meetings
- Further Refinement of Conceptual Alternatives
- Economic Development / Employment Yield
- Evaluation Matrix
- Next Steps




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September 22, 2005



**Project
Updates**



- GCRTA E. 55th St. Station Public Meeting
 - Final design – Fall 2006
 - Construction - Spring 2007
 - Concerns about traffic operations
 - Additional signal phase required
 - Bus stop on E. 55th eastern curb lane

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September 22, 2005



**Project
Updates**



- BBC Master Plan Public Meeting
 - First public meeting held Aug. 25th
 - Concern over residential takes
 - Design strategies will be presented at next public meeting
- City of Cleveland ED/CIRI – September 14th
 - Strongly recommended avoiding Miceli's and Orlando, appears other industries could be relocated
 - Willing to assist and gather more information about commercial properties

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September 22, 2005

CDC Meetings

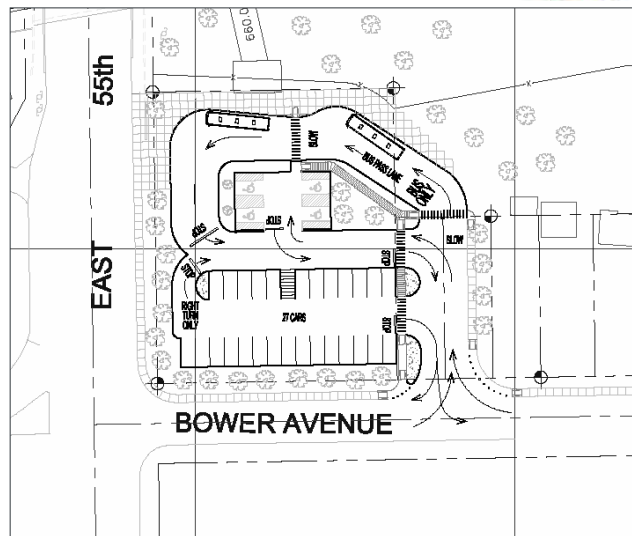
- Slavic Village, BBC, GCRTA & CIRI - September 20th
 - Concern about residential impacts / potential holding pattern for the neighborhood
 - How will the new corridor benefit their neighborhoods?
 - How can residential takes be offset
 - GCRTA will coordinate with the City of Cleveland about traffic impacts of new station
 - Continued coordination with GCRTA on station access and parking



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E. 55th St. Station Proposed Parking



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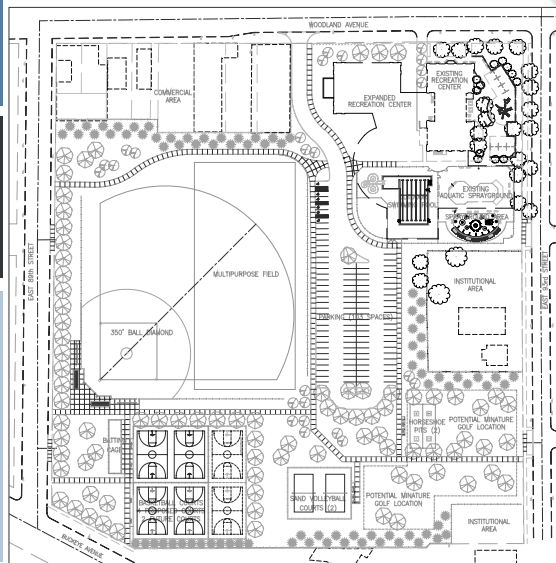
CDC Meetings

- Buckeye Area - September 20th
 - Continued coordination with BADC on best option for service area
 - Continued coordination with City of Cleveland Research, Planning & Development regarding Rec. Center expansion plans and potential impacts
 - Potential for new housing development in BADC service area, need to continue coordination




September 22, 2005

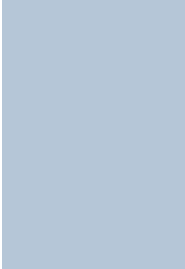
Ken Johnson Rec. Center Expansion Plans




September 22, 2005




**CDC
Meetings**






- Fairfax UCI & CWRU - September 21st
 - Feel spur is very important
 - Willing to have the spur studied as part of UCI's MLK Corridor Study being led by UDA – would like HNTB to be involved
 - Open to changing configuration of existing streets in University Circle area
 - Important to link University Circle institutions and make area more pedestrian friendly
 - OC will hold E. 105th St. as eastern limit and connect to other US/State Routes

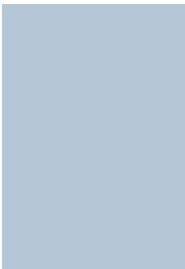



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September 22, 2005




**Refined
Concepts**





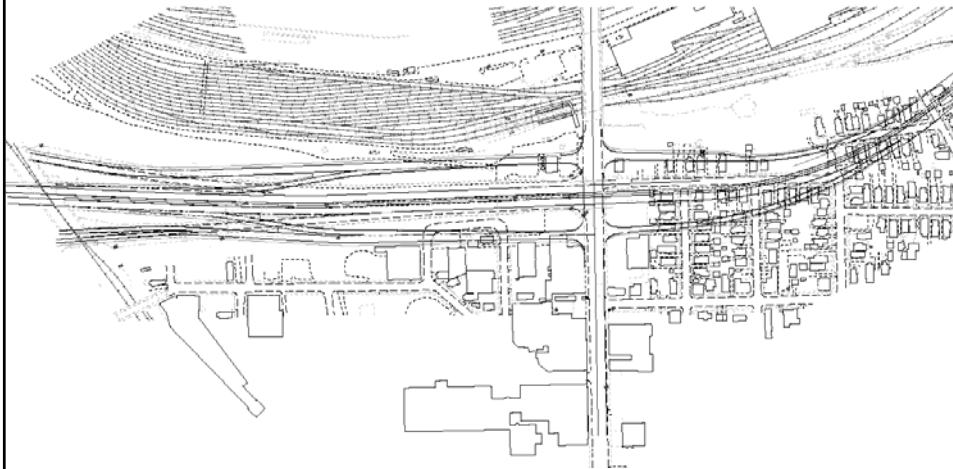
- Alternative 4 at I-490 & E. 55th St.
 - Concern about pedestrian access/safety across large intersection
 - Traffic volumes could cause intersection to fail
 - Heavy demand for through movement
 - Looked at alternatives for grade separation
 - Diamond Interchange
 - Parkway Interchange



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Diamond Interchange



HNTB

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Diamond Interchange



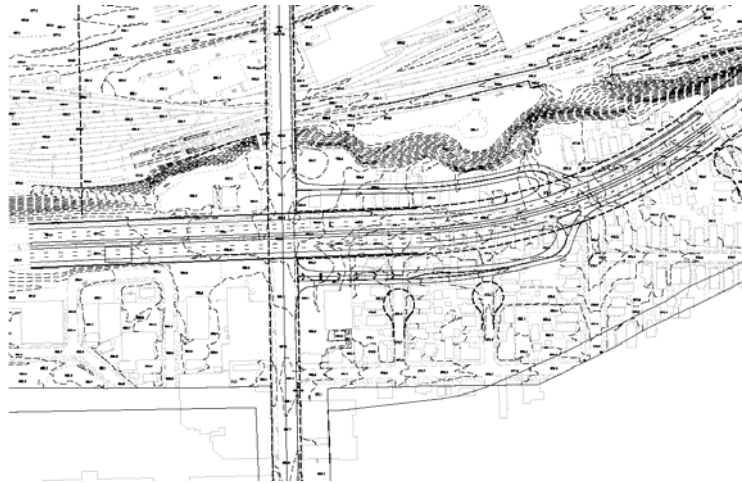
- Advantages
 - No intersection at E. 55th St. for I-490 thru traffic - goes underneath E. 55th St.
 - Works from a traffic standpoint
- Disadvantages
 - More impacts, including commercial west of E. 55th St.
 - I-77 thru traffic intersects with E. 55th St. signals
 - Possible combined sewer impacts
 - GCRTA impacts

HNTB

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Parkway Interchange



HNTB

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Parkway Interchange



- Advantages
 - No intersection at E. 55th St. for all thru traffic – goes underneath E. 55th St.
 - No impacts west of E. 55th St.
 - Works from a traffic standpoint
 - Possible operational advantages for GCRTA – access off of ramps)
 - Good opportunity for aesthetics/gateway
- Disadvantages
 - More residential impacts
 - Possible combined sewers
 - Need to calm/slow traffic

HNTB

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Future Development and Employment

- Economic Employment Yield
 - Individual alternatives not evaluated
 - City estimates 1,600 new jobs in the project study area if the current vacant and underutilized parcels are developed according to the proposed land use
 - Proposed land use plan still developing
 - Additional redevelopment areas also exist
 - Substantial residential areas exist within plan – possible repopulation



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Employment Estimates

EMPLOYMENT ESTIMATES -- REDEVELOPMENT OF VACANT OR UNDERUTILIZED LAND PER PROPOSED LAND USE
LAND CURRENT VACANT OR UNDERUTILIZED, PROPOSED FUTURE LAND USE AND EMPLOYMENT POTENTIAL
DOES NOT INCLUDE SECONDARY (SPIN-OFF) EMPLOYMENT OUTSIDE STUDY AREA

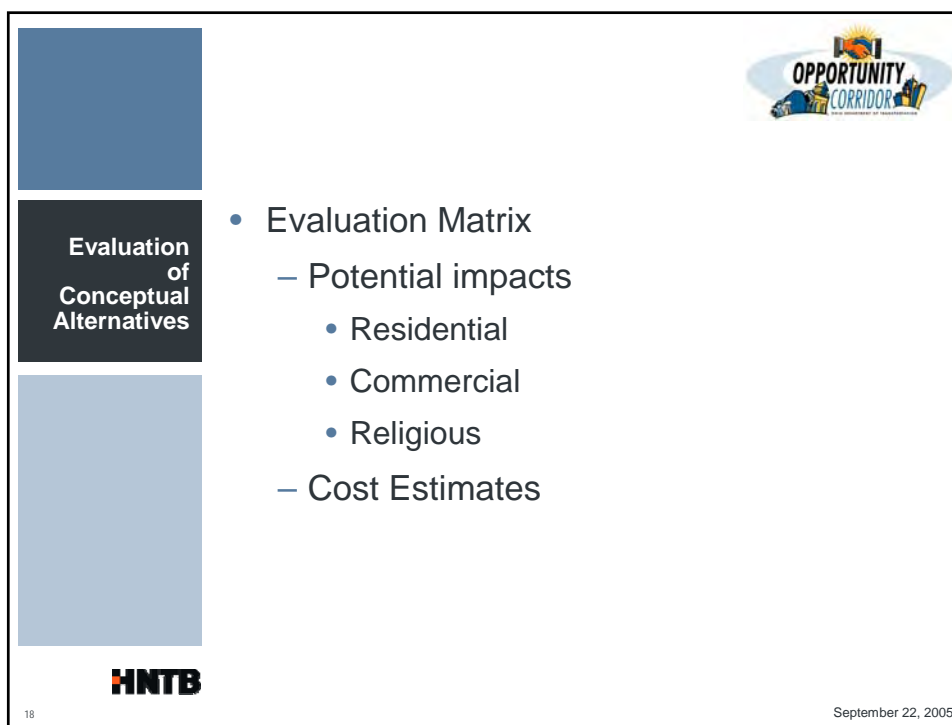
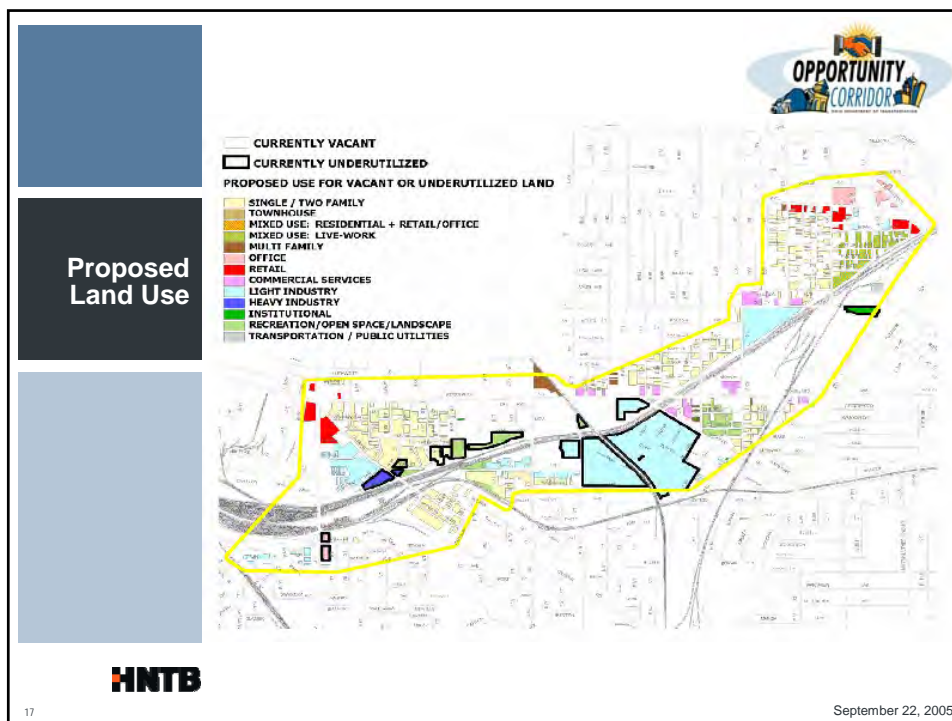
	gross acres proposed	efficiency	developed net acres	employment density (employees/net acres)	employment estimate	
Retail and Services excluding Regional Retail	21.5	0.85	High Low Median	21.7 3.1 13.5	397 247	57
Low-Rise Office	6.8	0.9	High Low Median	41.5 13.4 22.9	254 140	82
R&D/Flex	2.3	0.95	High Low Median	NA NA 18.1	40	40
Light Industrial	103.6	0.95	High Low Median	30.5 4.1 11.6	3002 1142	404
Heavy Industrial	2.9	0.95	High Low Median	49.9 4.2 17.1	137 47	12
			High Low Median		3829	593
TOTAL ESTIMATED EMPLOYMENT ON VACANT OR UNDERUTILIZED LAND			Median		1615	

Low = lowest coefficients reported by comparable urban areas, from sample of literature 09/05
High = highest coefficients reported by comparable urban areas, from sample of literature 09/05
Median = Median metro area values, Employment Density Summary Report
Natelson & Co. (for California Association of Governments) (2001), pp.17-29



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**Residential
Areas**

Representative photos of neighborhood areas



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Religious
Institutions

Representative photos of Churches



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September 22, 2005









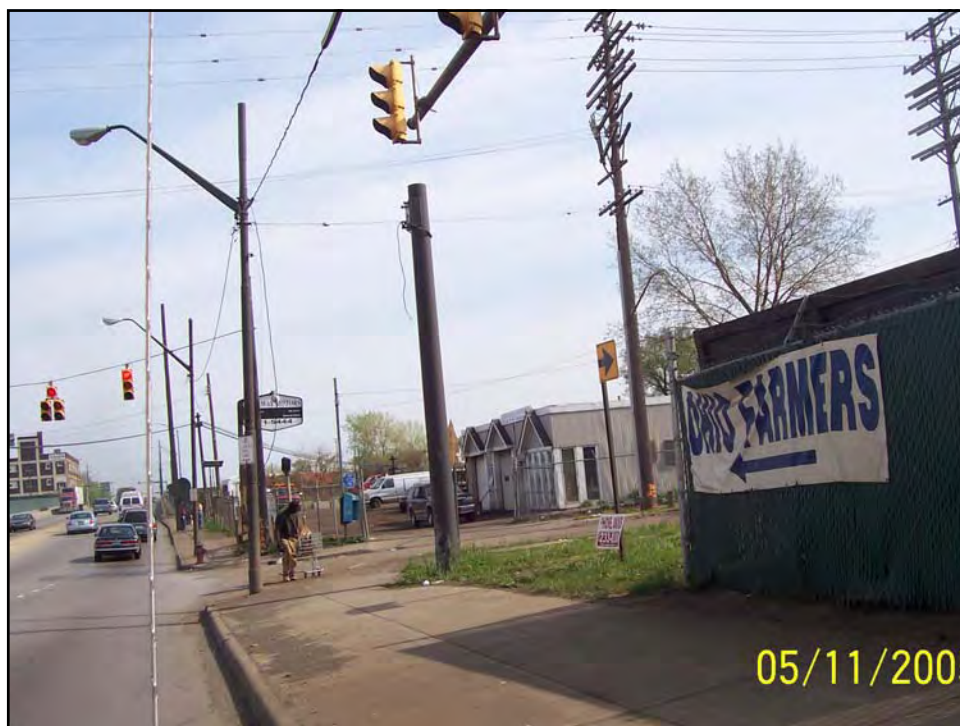


**Commercial
Properties**

Representative photos of commercial properties

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Cost Estimates



Concept Level Cost Estimates

- Alt. 1 - \$181 M
- Alt. 2 - \$272 M
- Alt. 3 - \$238 M
- Alt. 4 - \$199 M
- Alt. 4 w/ parkway interchange - \$206 M


(Costs represent 2005 dollars)




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September 22, 2005

Next Steps



- Questions / Comments
- Next Steps
 - Committee Meeting #2 – October 11th
 - Quincy Place 10am – 12noon
 - Recommend corridor(s) for advancement
 - Public Meeting – November/December
 - Consensus/Refinements
 - Newsletter #1



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September 22, 2005



THANK YOU!



Meeting Notes

Date: September 22, 2005
Time: 1:30 p.m. – 3:30 p.m.
Location: Quincy Place
8111 Quincy Avenue, Suite 100
Cleveland, Ohio 44104
Attendees: CUY-Opportunity Corridor Committee
Re: CUY-Opportunity Corridor PID 77333
Workshop #3

The Power Point Presentation given at this workshop can be found on the project website accessed through www.innerbelt.org. The meeting minutes reflect the discussions generated as a result of the presentation.

1) Introduction

- Terri Hamilton Brown, co-chair of the Committee and President of University Circle Incorporated, opened the meeting with a brief introduction. This was the third Workshop of its kind, with the last one held on August 18th, 2005. Hamilton Brown said the agenda of this meeting is to first go over all of the small meetings/updates they have had with constituents and to discuss their outcomes, take a look at the refined alternatives, and then go through the Conceptual Alternatives Evaluation Matrix with all of its revisions and additions since the last workshop.
- Hamilton Brown noted there were several new people present and suggested everyone introduce themselves. Jamie Ireland, Co-chair of the Committee and President of Early Stage Partners LLP, will be joining the group shortly, she said.
- The co-chairs of the committee and HNTB consultants felt that they needed an additional smaller workshop to review the alternatives before they had the whole committee workshop on October 11, 2005. Hamilton Brown stated they would like to begin eliminating some of the alternatives.

2) Project Updates

- Mary Cierebiej, Deputy Project Manager from HNTB, discussed the small group meetings they have had with concerned parties since the last workshop.
 - HNTB and GCRTA met to discuss the status of plans for its new East 55th Street station. Final Design will be approved in fall 2006, and then construction will start in spring 2007. GRTA will be coordinating with the city on traffic and access issues.
 - Burten, Bell, Carr (BBC) had a public meeting for its Master Plan on August 25th. At that meeting, some residents voiced their concerns about the potential residential takes associated with the Master Plan as well as Opportunity Corridor. At the next public meeting, design strategies will be presented to the community.

- The consultant team also met with the City of Cleveland Economic Development Department and Cleveland Industrial Retention Initiative (CIRI) representatives on September 14th and tried to identify commercial businesses they wanted to avoid taking for the Opportunity Corridor (Micelli's and Orlando Bakery) as well as the status of some of the smaller commercial businesses in the study area.
- A meeting was also held with representatives from Slavic Village, BBC, and CIRI to discuss concerns about property takes and access for their residents to the new station. Slavic Village leaders said this project may put them in a holding pattern because of the uncertainty of whether or not this project will be constructed. They are concerned that there may be some disinvestment in properties along Bower and other nearby streets where the proposed boulevard may be located. Slavic Village also asked how they will benefit from the Corridor. They have other sites identified in their master plan for new housing, but they currently do not have the funding to initiate those projects.
- GCRTA and the City of Cleveland will be coordinating the traffic impacts due to the new station, including the #2 bus stopping on 55th St. very close to the I-490 and E. 55th St. intersection and opening up Bower for an entrance would add another phase to the signal. Mary Cierebiej showed a slide of the proposed East 55th St. station parking lot. GCRTA is willing to consider making adjustments to the location of their parking lot. There may still be an option to place the parking on the south side of Bower Avenue.
- ODOT and HNTB also met with the Buckeye CDC where they discussed Alternative 4. Alternative 4 may impact some of property on the Kenneth Johnson Recreational Center site that has been identified for future development. The KJRC has plans to expand significantly as the money becomes available and is working with the city to assemble surrounding vacant land. The Center wants to add a new spray park and pool in their next phase of development. There is also a new housing development planned for the Buckeye area, but there is little detail currently available. The city and CDC will keep the consultant team apprised on any new information.
- At a meeting with Fairfax, Case Western Reserve University, and University Circle Incorporated, the consultant team discussed the proposed spur which is the proposed extension of the Opportunity Corridor east of E. 105th St. in the University Circle Area. At this time ODOT is recommending that the spur become part of the MLK Corridor Study. All parties present agreed that the spur was very important but could be given more focus as part of the MLK Corridor Study. The consensus is that East 105th St. should be the terminus of the Opportunity Corridor with continued coordination between this consultant team and UDA, the consultant for the MLK Corridor Study.

3) Refinements of Conceptual Alternatives

- Matt Wahl, Project Manager from HNTB, talked about the intersections that are possible with Alternative 4. At our last meeting there was concern about residents having to cross a wide boulevard to access the new station. In order to remove traffic from the path of the station, HNTB looked at options for building a grade separation for Alternative 4. Two

options were developed that would send traffic under existing E. 55th and allow pedestrians to cross without interfacing with the majority of the traffic.

- Wahl explained what a Diamond Interchange would be like with respect to Alternative 4. This option is a modified diamond due to the proximity of the I-77/I-490 interchange. I-490 through eastbound traffic would be routed under East 55th Street, eliminating those volumes at the intersection. I-77 traffic would intersect with East 55th St. That traffic could go right or left on E. 55th St. or cross 55th St. and enter the boulevard on the entrance ramp east of E. 55th St. The Diamond Interchange would provide two smaller intersections instead of one larger intersection. One of the drawbacks to the diamond interchange is that several commercial properties are impacted just west of E. 55th St, in addition to more residential impacts than the original Alternative 4.
- A second option is a Parkway Interchange. This option would take I-77 and I-490 eastbound traffic under East 55th Street. Traffic wanting to access E. 55th would exit the boulevard via a slow speed exit ramp east of E. 55th. One of the drawbacks with this option is that it also has more residential impacts to the Slavic Village area than the original Alternative 4. Another potential problem with the Parkway Interchange is that traffic may move too fast because of the elimination of signals. Possible solutions mentioned to slow the traffic include warning signs or speed detection devices. The speed limit on the boulevard will be 35 mph so the character of the road needs to reflect that before you reach E. 55th St.
- Hamilton Brown asked how the volume of traffic changes in the analysis compared to the last alternative. Wahl said the original traffic count was 34,000 cars on E. 55th St. and now it is down to 18,000 since more of the traffic is thru-traffic on the new boulevard. He reiterated that the challenge is to make the cars go slower.
- Wahl noted that creating the grade separation at E. 55th Street may impact the combined sewer below the existing street network depending on how deep they are, but that is something that will be looked at in greater detail if this is one of the corridors that moves forward.
- Hamilton Brown asked, "When you met with Slavic Village, did you show them this? And what was the feedback?" Cierebiej said yes, we showed these concepts to Slavic Village and noted that these two options do what we were asked to do - improve access for the people crossing the intersection to access the station and make it safer; now the majority of the traffic will be under E. 55th St. The overall concern is the impacts to the neighborhood with all of the options proposed for Alternative 4. Cierebiej asked if Ben Campbell had anything to add. Ben said they are still digesting a lot of the information that was presented and how it impacts their service area.
- Bobbie Reichtell, Vice President for Planning, Neighborhood Progress Inc. asked what letter grade the computer model give this intersection. Wahl said the conventional intersection barely got a Level of Service (LOS) D and that was with 3 lanes in each direction plus turning lanes. The parkway interchange received a LOS B and a LOS C at the intersections.
- Reichtell asked what the plans were for pedestrian and bike access. Cierebiej said the plans call for bike lanes and sidewalks on each side of the road. They will follow the ramps to and from E. 55th Street.

- Ben Campbell, Executive Director of Slavic Village, asked if the alternative still depicts a 15 mph turn radius. Wahl said it is practically a stop, about 5 mph. The problem is, the bigger the radius you make the turn, the faster people try to take it and the more residential impacts you will have. Since we have to make them slow, maybe the answer is to make the radius tighter. Slavic Village is concerned about truck access with that small of a turning radius, especially with the Bessemer extension in place there are a lot of trucks that need to access E. 55th and in the interstate system.
- Ron Eckner from NOACA asked if they have considered making U-connections with the side streets south of the boulevard rather than cul-de-sacs in the Slavic Village area. He said that could potentially save nine houses. Matt Wahl said we had not looked at that, but we could. The concept shown at today's meeting was just to let people know that those side streets shown with cul-de-sacs would not have access to the boulevard, except from E. 55th St.
- Hamilton Brown said they need to continue meeting with Slavic Village to work out other options and how to minimize impacts because we need to narrow down the alternatives. Campbell said there is simply too much information that his organization, Slavic Village, must review before it can give an answer as to what it endorses. He said there is a larger amount of takes in his area than previously thought.
- Millie Caraballo of CIRI said GCRTA is flexible and offered to look at shift the location of the parking for the station. Cierebiej reinforced that only the parking would be affected if alternative 4 were to be constructed, not the actual station building. GCRTA may move forward with their current parking plan, but indicated as a future phase they could move the station closer to the tracks and allow room for the proposed boulevard south of Bower.
- Robert Jackimowicz of Cleveland City Council asked about the difference in the number property impacts between the Diamond and the Parkway Interchanges. Hamilton Brown requested that HNTB get a count of that for Alternative 4. Cierebiej said the structure impacts for the Parkway Interchange are quantified for Alternative 4, and the Diamond Interchange has more impacts because in addition to the neighborhood impacts, it impacts commercial business just west of E. 55th St.
- Hamilton Brown inquired about the cost differences between the diamond and the parkway Interchanges. Wahl said the conceptual cost estimates for the parkway interchange are included in the matrix, but the diamond interchange would be more expensive because of the additional commercial business impacts and the additional ramp structures required.
- Hamilton Brown moved the meeting along. She said the next topic is a decision about the terminus of the boulevard, whether it is East 105th St. or the Spur. She asked if they could talk more about this. Bob Reeves, Director of Community Planning and Development, UCI, stated that pedestrian access is a concern in and around University Circle and the spur could be added to the scope of the MLK Corridor Study in addressing access and traffic flow with continued coordination with HNTB and ODOT. Hamilton Brown stated that the UDA study does not have funding for construction of roadway, but it could be constructed as part of this study.
- Joe Schafran of Paran Management Company stated that the UDA study needs to be closely coordinated with this study if they are separate, because the recommendations

- need to be compatible. Bob Reeves added that's why they want HNTB to be involved with the UDA study as well so that there is close coordination.
- Hamilton Brown said the MLK Corridor is just a study. If we looking at E. 105th without the Spur, we have to plan for that road to handle more traffic.
 - Wahl explained that 54,000 cars come off of I-490. The further east you go, towards the Buckeye area, the more the traffic counts decrease. By the time you get to E. 105th St. and Quincy, the count has dropped to 20,000. Having seven lanes on E. 105th was a concern for Fairfax. Wahl said five lanes would probably work, so you could transition the boulevard to five lanes from seven lanes.
 - Roland Newman, Administrative Director for Cleveland Clinic Foundation, stated that the total traffic is 21,000 cars on E. 105th St. near the Cleveland Clinic. The Cleveland Clinic is concerned because E. 105th St. between Cedar Avenue and Chester Avenue traffic is often gridlocked during shift changes (between 3:00 p.m. to 5:30 p.m.). There are about 4,000 cars parked in this area, so he is concerned about introducing additional traffic on E. 105th St. in the future with the proposed boulevard.
 - Matt Wahl said according to NOACA's model, two thru lanes at Cedar and E. 105th St. would handle the traffic. Wahl said they analyzed peak traffic hours. That's 8 – 8:30 a.m. and 4:30 – 5 p.m. He said that it is a benefit that the major institutions do not have typical work hours and that shift change times are staggered throughout the day.
 - Hamilton Brown asked if HNTB looked at traffic volumes along E. 105th St. rather than just the east and west movements. She suggested that HNTB look at E. 105th St. more closely – like we did for E. 55th St. to see how new traffic would impact existing traffic.
 - Joe Schafran said we are moving traffic eastward and asked whether the two studies should interface (MLK and Opportunity Corridor). He said there will be a new volume of traffic coming into an already poorly performing grid. HNTB was asked to be involved in the study for MLK because it is best suited to explain how these two concepts might work together.
 - Hamilton Brown asked again for a reason why the Spur can't be looked at as part of this study. Hebebrand said the two studies can certainly be coordinated, but the Spur cannot be part of Corridor study because it probably would not be eligible for state funding. It can easily later connect to the proposed boulevard. They need to end the boulevard at E. 105th St. because of its ability to distribute traffic East and West and to connect with Chester or Euclid because they are US routes, and if the new boulevard is a state route, that connection is necessary. It will be easy to, in the future, continue on to create a Spur to connect to MLK. If we did take it as part of this study, it would be bogged down with all the traffic flow issues of University Circle.
 - Ireland asked about the meeting that was supposed to happen with Cleveland Clinic to decide if E. 105th St. was the best terminus for the Boulevard. Hebebrand said it did not take place, but that they will get it scheduled as soon as possible.
 - Meanwhile, the Cleveland Clinic's Roland Newman is concerned that the Corridor would unload all the traffic into University Circle at E. 105 St. If so, he continued, Euclid will only handle one lane of vehicular traffic when the Euclid Corridor project is complete. Chester

traffic will end up at the bottom of Cedar Hill and then you still have to get through the bottom of the hill at MLK. Where will all these vehicles go?

- Eckner said there until there is more development there is not necessarily additional traffic; it's just shifted. Eckner stated that we should look at E. 105th and the spur because traffic wants to go more than one direction.
- Hebebrand replied that traffic can be fed in and out of University Circle at an efficient rate going up E. 105th St. and feeding traffic to the east-west streets.
- Hamilton Brown said, to Joe Schafran's point, there is a way. She wondered how the Opportunity and MLK studies can come up with alternatives together. She expressed that she still does not want to leave the Spur to the MLK study and would like to discuss this further at another time. She then moved the meeting along to the topic of the matrix.

4) Evaluation Matrix

- Cierebiej said that economic development and employment-yield information was taken off the matrix because the city did not prepare estimates for each of the alternatives, rather an estimate for the study area based on proposed future land use. The City of Cleveland estimates about 1,600 new jobs would be created as a result of the Corridor and proposed changes to existing land use. There is a lot of land identified for redevelopment. Cierebiej noted that the city came up with low, mid and high estimates for employment by category. She showed a proposed land use map developed by the city (slide 17 of PowerPoint). It is mostly light industrial and some residential and recreational.
- Hamilton Brown noted that the count of new jobs looks low, as the estimate was only accounting for 130 acres of redevelopment. Cierebiej said this is just the first step in calculating job creation. She said the statistics were compiled by the City of Cleveland and we will continue coordinating with the city to develop more detailed estimates.
- Hamilton Brown asked how aggressive we should get with changing the land zoning at the present time. Cierebiej said they are having ongoing discussions with the City about what is the best use for this land. NOACA's Ron Eckner said the zoning is old. He wondered how zoning can be changed to improve use of the RTA Rapid in the area. Cierebiej said in previous meeting we discussed the land use being zoned mixed-use/multi-family to make the population density higher in the surrounding area and therefore increase ridership.
- Cierebiej directed everyone's attention to the matrix. (A copy of the matrix is posted on the project website – only comments about what is in the matrix are included.)
- Cierebiej stated the entire study area is considered environmental justice population because the majority of the population is low income or minority. Jackimowicz of Cleveland City Council asked how they could say that adding sidewalks and bike lanes is good enough reason to take people's houses. He commented that this idea was not sufficiently studied. He suggested that HNTB specify the number of jobs benefit to each alternative. Cierebiej said this is what they are trying to do, get opinions and add things into the matrix with input from the committee, the matrix is being presented for discussion.
- Hamilton Brown said we need to look closer at each alternative and determine the benefits. Hebebrand said they need to move the benefits into the Purpose and Need statement where they can be explained in a narrative, not just with numbers in a chart.

- Jackimowicz asked about the low-income houses that will be torn down. Where are they going to relocate these families? There is limited opportunity to find replacement housing in Slavic Village. Due to lack of space and money to build new property, relocating those residents will be difficult. It was explained that the state would compensate those impacted by offering fair market value for their homes and cover moving expenses. The state however cannot tell people where to move, so there are no guarantees that those residents will relocate in the same neighborhood.
- Melissa Williams from Buckeye Area Development Corporation said there is no green space in her neighborhood. She asked if we will be adding the number of newly created parks and green spaces into the matrix, not just impacts to the existing ones. She also noted that there is no mention of public art. Hamilton Brown said that is a separate scope of work to deal with involving streets and landscape. She said that green space will be decided when they rezone the area in the future.
- Millie Caraballo asked if the study includes how the Corridor will positively impact the economic development potential in the area south of the study area. Caraballo said that it opens up the Forgotten Triangle and wondered if those numbers be included as well. Hamilton Brown stated the matrix should only include the study area as the primary focus, and the outerlying areas are more secondary, but it is important information to know when we are vying for the support of the community and local government. Hebebrand said that such information will also help with finding financing sources. Hamilton Brown then commented that the hand-out from the City didn't include so-called "secondary spin-offs." Cierebiej said that coordination with the local institutions and the city to get those numbers.
- Matt Wahl then discussed utilities. Wahl said fiber optic companies like to occupy railroad right of way, so there is a lot of fiber optics in the rail corridors. If the Corridor impacts these kinds of companies, ODOT will have to pay to relocate them.
- Wahl added that the Baldwin water treatment plant is just east of the study area, so there are a lot of water mains in the study area. Large water mains are very difficult to relocate. He said you cannot just turn the water off and move lines. Woodland and Stokes have extensive water lines. It has not been determined what will have to be done with the water lines, but it will be looked at in more details in the next phase of study.
- Cierebiej said that they categorized the potential residential impacts by ward as requested at the last workshop. (See matrix.) Cierebiej showed pictures of representative residential, commercial, and religious properties in the study area. Some of the areas potentially impacted are already in the city land bank and HNTB will continue to coordinate with the city about the status of vacant properties.
- Jackimowicz asked if they are going to do partial property takes. He commented that the value of a property can be ruined if that is done. For the purposes of this matrix, we are only including structure impacts. Until an "alignment" is defined, we won't know the extent of property impacts.
- Cierebiej commented that they tried to obtain information on which of the residential properties were boarded, vacant, condemned, etc., but the information is ever changing and we didn't get the information for all of the service areas. Wahl said that it is difficult to tell why houses are boarded up. Are they condemned or just being repaired? He said that HNTB also found that even if such structures are condemned, there is such a thing as a

24-hour or three-day condemnations, so it is near impossible to get a count on how many houses are truly empty.

- Cierebiej added that HNTB originally estimated the number of structure impacts using 2002 aerial mapping. Recently new base mapping was received and some of the structures originally counted are no longer standing, so we will continue to collect information to provide accurate and up to date information about these properties and will continue to request information from the city and the CDCs.
- Campbell said the city has a system to determine condemnations. They spray-paint dots on the houses that are condemned. He added that police also board up drug houses and mark them. Hebebrand simplified the problem by saying the term “condemned” has temporary meaning.
- Someone commented that there are city “demo lists” that exist. Cierebiej stated that a request was made to the city to obtain that information but it was not received prior to this meeting.
- Hamilton Brown said it is important to note that even though these counts can change daily and may not be accurate, they still provide a good snapshot of the area.
- Cierebiej brought up the issue of church takes. She said there is also a subjective judgment call to be made about traditional versus nontraditional churches. She gave some examples by showing slides of pictures. Some are obvious, but others may be non-traditional yet they were constructed for the purpose of worship. In this version of the matrix we have included names of churches potentially impacted by each of the alternatives.
- Wahl said that Woodland Cemetery is part of the National Register so it should be avoided. He said this pushes the Corridor south on Woodland and that takes some non-traditional churches that are close to the road. This also may cause potential impacts to St. John's Cemetery on the south side of Woodland.
- Wahl went over the cost estimates for each alternative in 2005 dollars including contingencies:
 - Alt. 1 - \$181 M
 - Alt. 2 - \$272 M
 - Alt. 3 - \$238 M
 - Alt. 4 - \$199 M
 - Alt. 4 with the Parkway Interchange - \$206M
- Hamilton Brown suggested that at this point they should be discussing eliminating certain alternatives. Are we there yet?
- Hebebrand said that when the Purpose and Need document is examined, Alternatives 2 and 4 are the ones that fulfill the areas transportation needs and have the most potential for community and economic development. He suggested they take alternatives 2 and 4 forward for further study. That would give us an option to go north or south of the tracks at E. 55th St. and then the corridor becomes all of the area in between alternatives 2 and 4 and alignments would be developed within that corridor.
- Newman asked about the reasoning behind this suggestion. He noted that alternatives 2 and 4 are merged together at certain points on the maps. On the maps of the alternatives,

2 is the yellow line and 4 is the red line and they overlap at some points so yellow is covered over by the red line in some areas.

- Bob Bertsch from the City of Cleveland asked if we have met with Orlando Bakery. Wahl said we met with Orlando very early in the study process and they shared their expansion plans with us. Wahl said that with alternative 2 they may need to take the Orlando loading dock which would greatly impact their operations. Hebebrand said that when they met with Orlando in the beginning, the Orlando owners liked alternative 4 because it would give them a new front door.
- Jackimowicz said he was reluctant to take any alternative off the table at this point. He has many people to whom he must show this data before he can give his endorsement to removing an alternative. Cierebiej said they wanted to make the decision at the October meeting and in the meantime everyone should be taking this information back to stakeholders and gathering their opinions.
- Hamilton Brown said we need a recommendation, but not a hard recommendation. She said she respects that Jackimowicz does not yet want to take any alternatives off the table. Alternatives 2 and 4 do have impacts, but they are the best fitted, she said.
- Eckner asked if we can break out the data where alternatives 2 and 4 differ. Hamilton Brown agreed that would be a great idea.
- Hebebrand said they need a wide range of alternatives for the NEPA process and we have given the same level of detail for each of the alternatives at this point so they can be equally compared.
- Campbell asked if he means that the study team is further defining an area to work with and if hybrids of alternatives of 2 and 4 will be developed. He wanted to make sure they aren't choosing the actual alternative today. Hebebrand confirmed that he was correct.

5) Next Steps

- Hamilton Brown closed the meeting and said the next meeting is October 11th between 10 a.m. and noon at Quincy Place. Craig Hebebrand stated, if anyone needs information in the meantime, please contact Mary Cierebiej and copy him, Jamie Ireland and Terri Hamilton Brown on the e-mails.
- A public meeting will be held either late November or early December.

Meeting Attendees

CUY-Opportunity Corridor Workshop #3 – September 22, 2005

Name	Organization
Bob Bertsch	City of Cleveland
Kelly Brooker	ODOT, Central Office
Ben Campbell	Business Development Officer, Slavic Village Development Corporation
Millie Caraballo	Industrial Development Manager, Cleveland Industrial Retention Initiative (CIRI)
Mary Cierebiej	Deputy Project Manager, HNTB
Andrew Cross	City of Cleveland Traffic Engineering
Brian Drobnick	Econ. Dev. Coordinator, Fairfax Renaissance Development Corporation
Ron Eckner	NOACA
Richard Enty	GCRTA
Marka Fields	City Planning Commission
Geoff Fitch	CIRI
Chris Frohring	Maingate
Terri Hamilton Brown	Co-chair of the Committee and President of University Circle Inc. (UCI)
Craig Hebebrand	ODOT, District 12
Lora Hummer	ODOT, District 12
Jamal Husani	Cuyahoga County Engineers Office
Jamie Ireland	Co-chair of the Committee and Managing Director, Early Stage Partners LP
Robert Jackimowicz	Cleveland City Council
Ndeda N. Letson	UCI
Roland Newman	Administrative Director, Facilities Operation, Cleveland Clinic Foundation
Connie Perotti	Maingate
Bobbi Reichtell	VP for Planning, Neighborhood Progress Inc.
Bob Reeves	Director of Community Planning and Development, UCI
Aubrey Sippola	Whelan Communications
Joseph Shafran	President, Paran Management Company; Chair, UCI Property Committee
Timothy Tramble	Executive Director, Burten, Bell, Carr Development Corporation
Matt Wahl	Project Manager, HNTB
Ned Whelan	President, Whelan Communications
Melissa Williams	Business Development Director, Buckeye Area Development Corporation
Joel Wimbiscus	UCI



Agenda

Date: November 10, 2005
Time: 1:30 p.m. – 3:30 p.m.
Location: Quincy Place
8111 Quincy Avenue, Suite 100
Cleveland, OH 44104
Attendees: CUY-Opportunity Corridor Committee
Re: CUY-Opportunity Corridor PID 77333
Committee Meeting #2

Workshop Agenda

- Project Updates
- Review of Conceptual Alternatives
- Updated Evaluation Matrix
- Draft Recommendations for Further Study
 - ⇒ Action/Committee Decision
- Next Steps



WELCOME

Opportunity Corridor Committee Meeting #2

November 10, 2005

HNTB

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November 10, 2005



Agenda

- Project Updates
 - Previous Meetings Held
 - BBC Masterplan/UDC Meeting
 - Cleveland Clinic Meeting
 - NOACA Coordination
 - Draft Purpose and Need, Existing and Future Conditions and Red Flag Summary Reports submitted to ODOT for review
- Review of Conceptual Alternatives
- Recommendations for further study
- Next Steps


HNTB

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November 10, 2005

Project Updates

HNTB




- Meetings held in 2004:
 - September 2004
 - UCI CDC Stakeholders
 - Slavic Village
 - Fairfax Institutions
 - October 2004
 - Mt. Sinai Baptist Church
 - Economic development group
 - City of Cleveland, Traffic/Engineering
 - Orlando Baking Company
 - UCI Institutional Stakeholders
 - BBC Master Plan kick-off
 - Buckeye Area Dev. Corp.
 - November 2004
 - City of Cleveland Roundtable
 - Cleveland Clinic

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November 10, 2005

Project Updates


HNTB




- Meetings held in 2005
 - CMHA Master Plan kick-off (March 2005)
 - City of Cleveland, Planning (April 2005)
 - 2 OC committee meetings (May, Nov. 2005)
 - Urban Core Advisory Committee Update (June 2005)
 - 3 OC committee workshops (June, Aug., Sept. 2005)
 - City of Cleveland Development Cluster (July 2005)
 - September 2005
 - City of Cleveland Econ. Dev. & CIRI
 - Slavic Village, Councilman Brancatelli, and BBC
 - Slavic Village and GCRTA
 - Buckeye Area and Councilman Johnson
 - Fairfax, CWRU and UCI
 - October 2005
 - Cleveland Clinic
 - BBC Masterplan update with UDC

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November 10, 2005

Project Updates







- Recent Meetings
 - BBC Masterplan/UDC Meeting – Oct. 7th
 - Concerns regarding “interchange” appearance
 - Prefer western portion of Alt. 2 (north of tracks) to western portion of Alt. 4 (south of tracks) due to the residential impacts
 - Cleveland Clinic Meeting – Oct. 17th
 - E. 105th St. connection is preferred over E. 89th St. or E. 93rd St. due to neighborhood impacts
 - Clinic will work with Fairfax to determine best future use for E. 105th St. and surrounding area
 - Willing to assist in gaining support and funding

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November 10, 2005

Project Updates







- BBC Master Plan Community Meeting Nov. 2nd
 - Residents concerned about additional traffic in their neighborhood with new roadway
 - Request was made for computer simulation of what roadway would look like to better understand; hard to visualize
 - UDC will continue to work with residents and stakeholders to develop plan for neighborhood

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November 10, 2005

Project Updates







- NOACA modeling
 - Confirmed that Heart Center, VA Hospital expansion and West Quad campus are not in NOACA's model.
 - Previous future volumes on E. 105th St. did not take these planned developments into account
 - Future traffic projections will be included in the modeling efforts in Steps 5 & 6

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November 10, 2005

Conceptual Alternatives

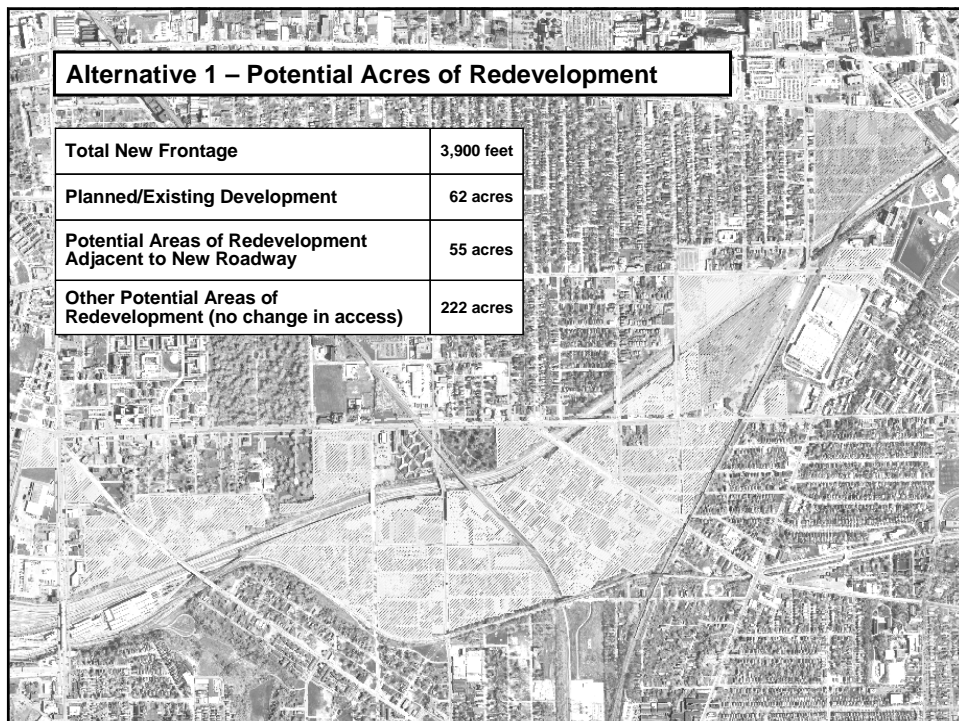


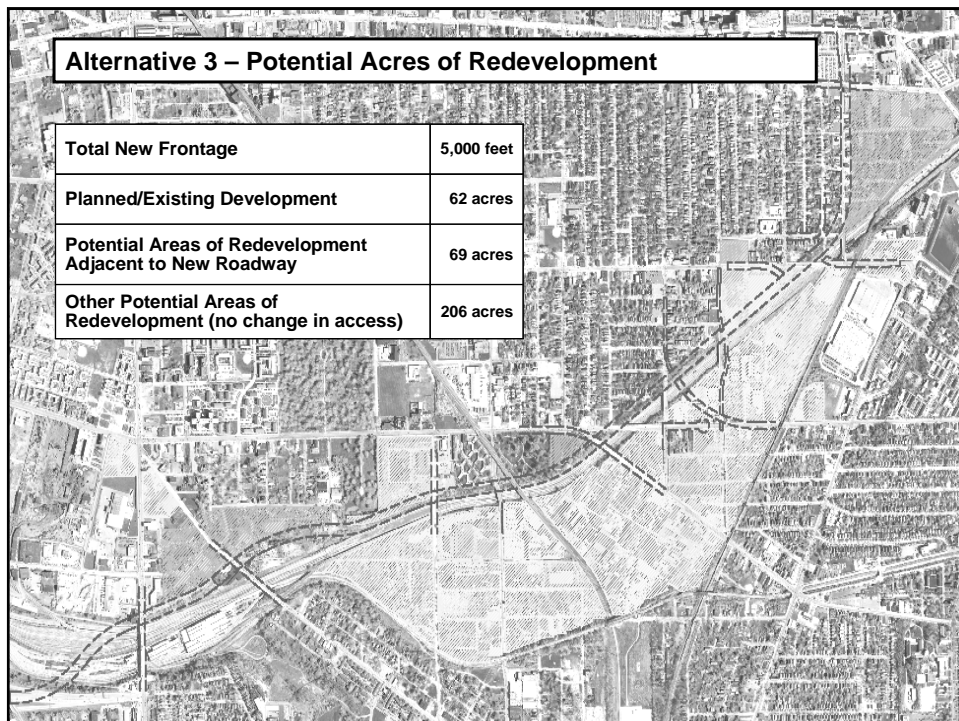
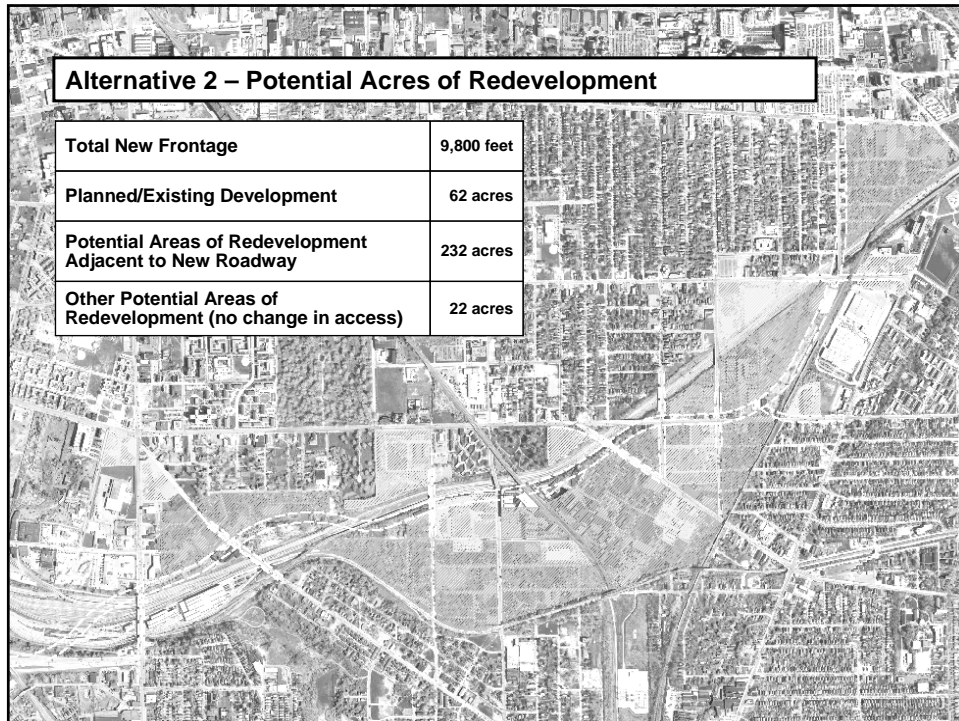


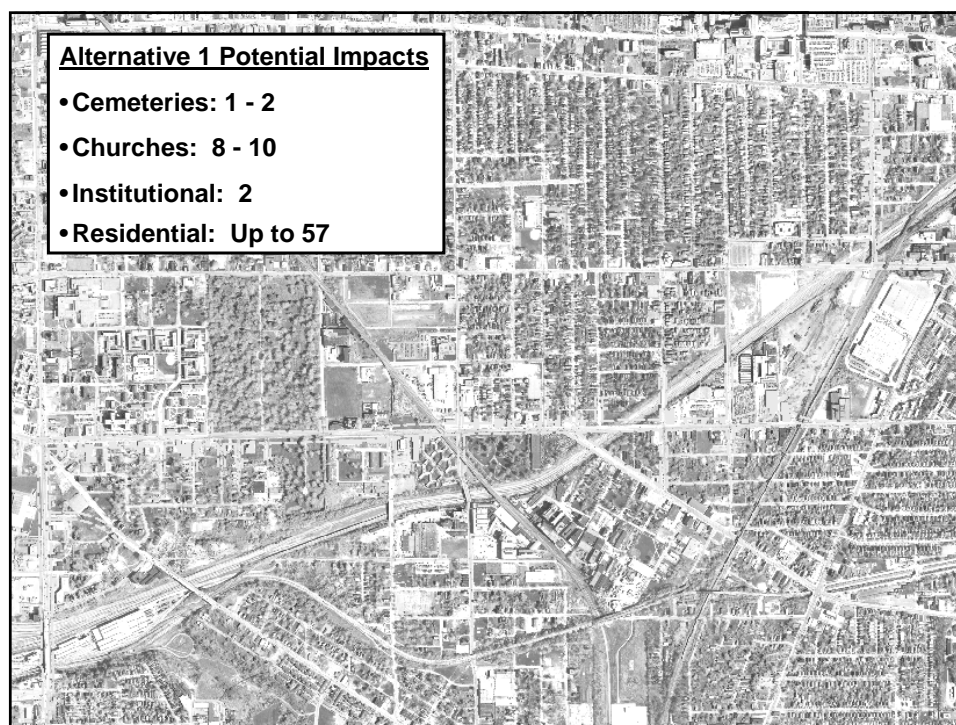
- Review of Conceptual Alternatives
 - Four concepts explored
 - Potential Economic & Community Development
 - Potential Impacts
 - cemeteries
 - churches
 - institutional
 - residential

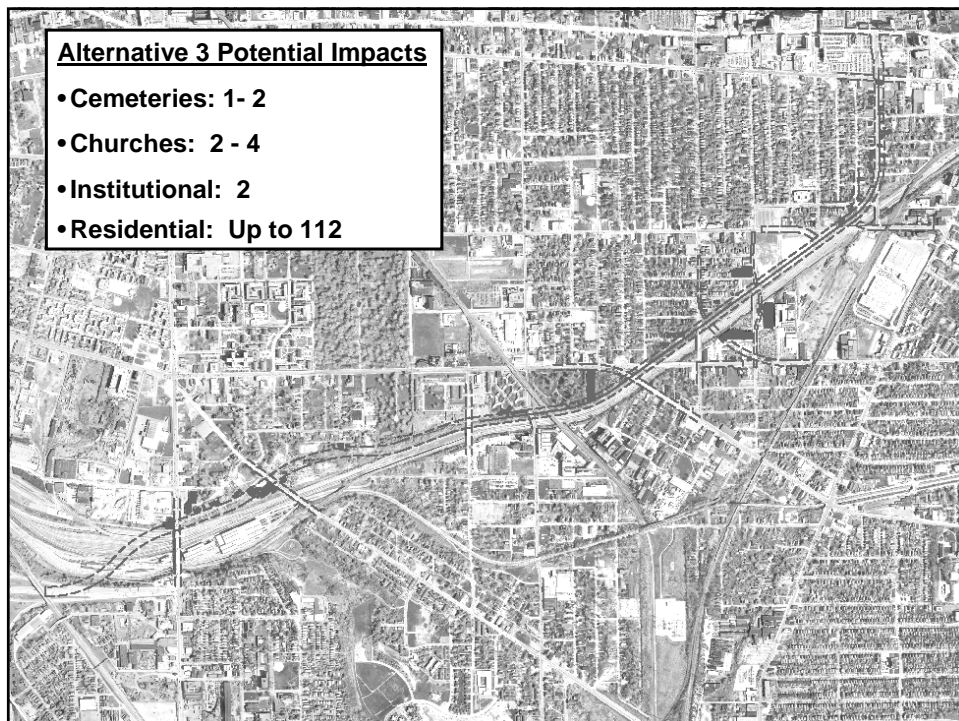
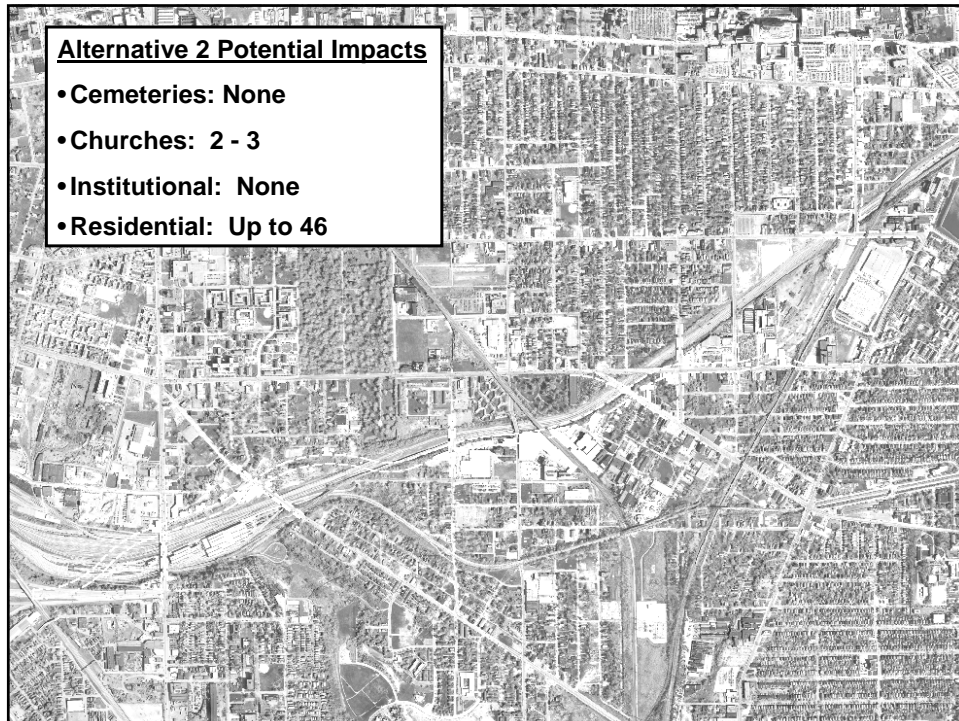
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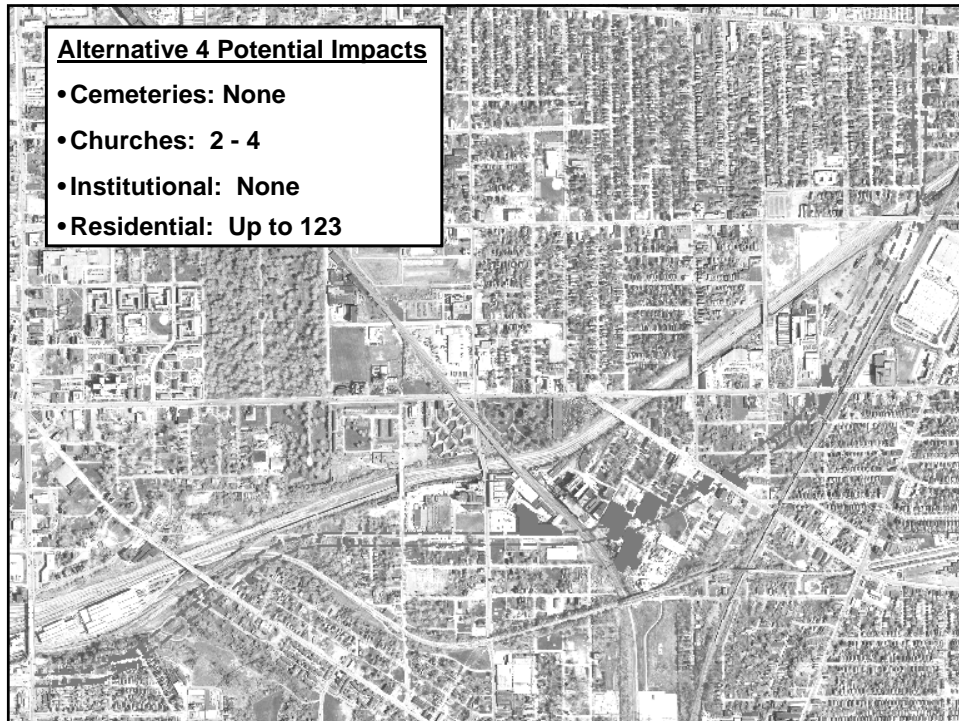
November 10, 2005













**Conceptual
Alternatives**




- **Conceptual Alternative 1**
 - New Frontage
 - 3,900 ft.
 - Adjacent Areas of Potential Redevelopment
 - 55 acres
 - Cemeteries Potentially Impacted
 - 1 – 2 (up to 50 grave sites)
 - Churches Potentially Impacted
 - 8 – 10 (majority located on Woodland)
 - Potential Institutional/Civic Impacts
 - 2 (library and post office on Woodland)
 - Residential Structures/Units Potentially Impacted
 - Up to 33 structures (approximately 57 units)
 - Preliminary Cost Estimates (2005 dollars)
 - \$181 million




November 10, 2005

**Conceptual
Alternatives**




- **Conceptual Alternative 2**
 - New Frontage
 - 9,800 ft.
 - Adjacent Areas of Potential Redevelopment
 - 232 acres
 - Cemeteries Potentially Impacted
 - None
 - Churches Potentially Impacted
 - 2 – 3
 - Potential Institutional/Civic Impacts
 - None
 - Residential Structures/Units Potentially Impacted
 - Up to approximately 46 units
 - Preliminary Cost Estimate (2005 dollars)
 - \$272 million




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**Conceptual
Alternatives**




- **Conceptual Alternative 3**
 - New Frontage
 - 5,000 ft.
 - Adjacent Areas of Potential Redevelopment
 - 69 acres
 - Cemeteries Potentially Impacted
 - 1 – 2 (up to 60 grave sites)
 - Churches Potentially Impacted
 - 2 – 4
 - Potential Institutional/Civic Impacts
 - 2 (Youth Intervention & Mt. Sinai Multiplex sites)
 - Residential Structures/Units Potentially Impacted
 - Up to 69 structures (approximately 112 units)
 - Preliminary Cost Estimate (2005 dollars)
 - \$238 million




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November 10, 2005

**Conceptual
Alternatives**




- **Conceptual Alternative 4**
 - New Frontage
 - 12,800 ft.
 - Adjacent Areas of Potential Redevelopment
 - 210 acres
 - Cemeteries Potentially Impacted
 - None
 - Churches Potentially Impacted
 - 2 – 4
 - Potential Institutional/Civic Impacts
 - None
 - Residential Structures/Units Potentially Impacted
 - Up to approximately 123 units
 - Preliminary Cost Estimate (2005 dollars)
 - \$199 million




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**Recommen-
dations**

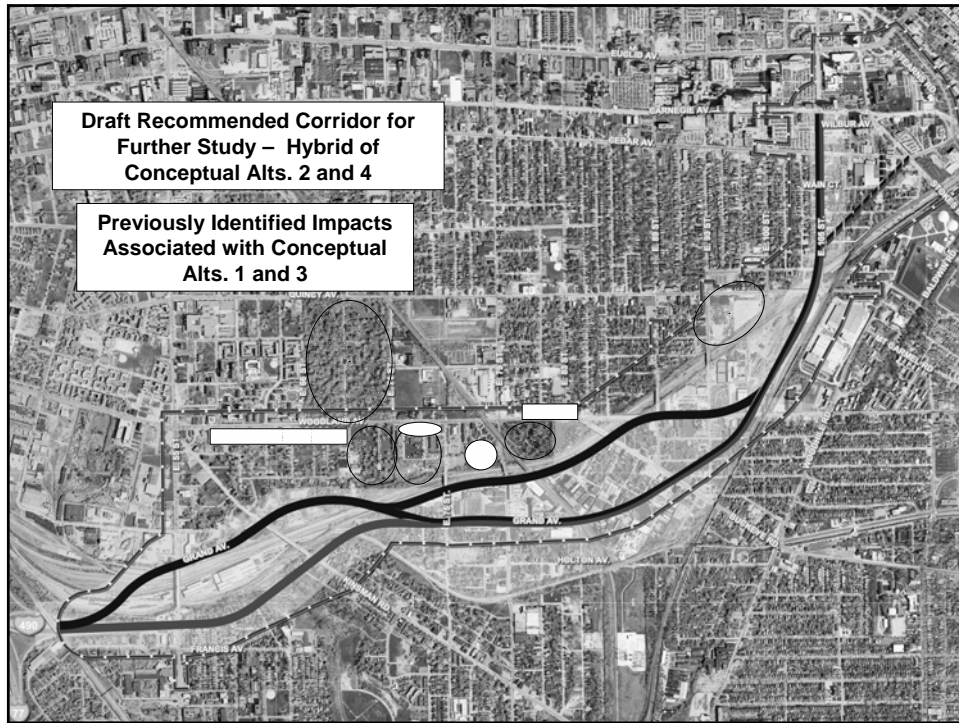


- **Draft Recommendations for Further Study**
 - Remove conceptual alternatives 1 & 3 from further consideration due to limited economic development potential
 - Combine conceptual alternative 2 & 4 into a single corridor to be studied further in the next phase




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Next Steps

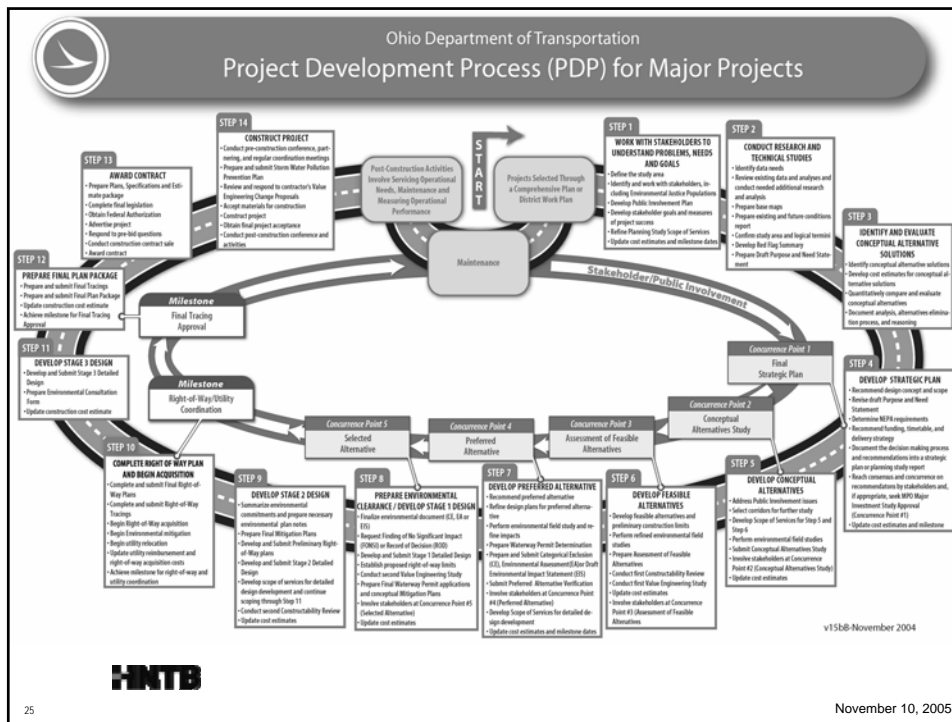


- **Next Steps**
 - Recommend Corridor for further study today
 - Questions/comments
 - Action/Decision
 - Public Meeting – Early 2006
 - Solicit comments
 - Adjust/Refine concepts
 - Newsletter #1 after public comment period
 - Steps 5 & 6
 - Conceptual Alternatives
 - Feasible Alternatives

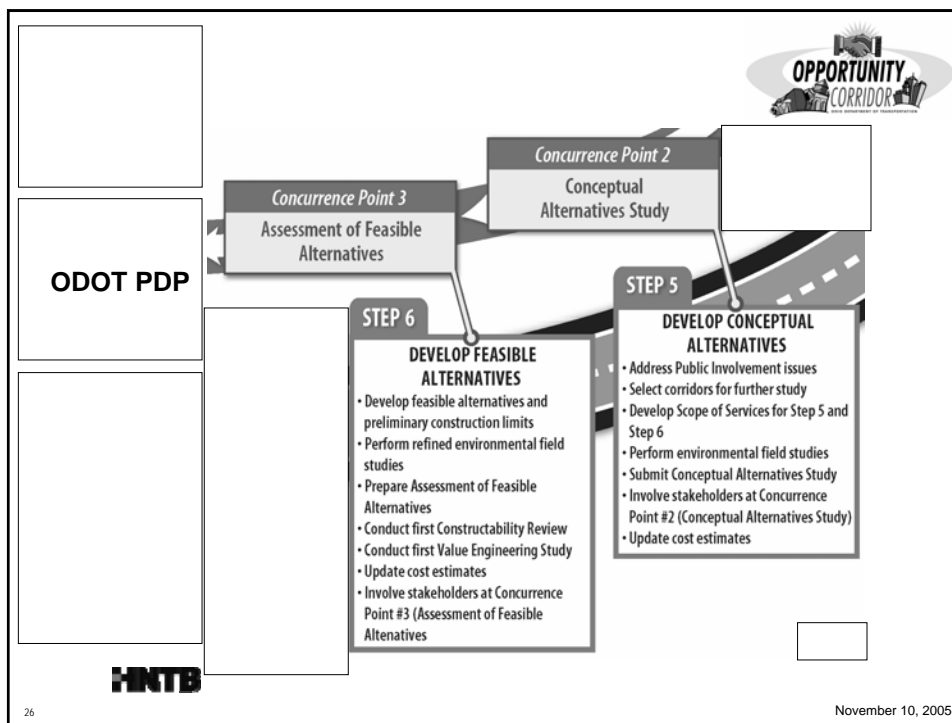


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November 10, 2005




November 10, 2005



OPPORTUNITY
CORRIDOR
THE DEPARTMENT OF TRANSPORTATION

FULL IMPLEMENTATION SCHEDULE

	Cost (in millions)	2005	2006	2007	2008	2009	2010	2011	2012
		FUNDED		UNFUNDED					
Identify, Develop and Select Corridor	\$1.1	Steps 1-4	Steps 5-6						
Identify, Develop and Select Alignment	\$4.2								
Verification of the Preferred Alternative	\$3.5								
Plan Development	\$6.0								
Right-of-Way Acquisition and Relocation	Alt. 2 \$49 Alt. 4 \$34-36								
Construction, Inspection and Contingency	Alt. 2 \$282 Alt. 4 \$211-247								
Estimated Total	\$260 - \$346								



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November 10, 2005



OHIO DEPARTMENT OF TRANSPORTATION

THANK YOU!



November 10, 2005

Meeting Notes

Date: November 10, 2005
Time: 1:30 p.m. – 3:00 p.m.
Location: Quincy Place
8111 Quincy Avenue, Suite 100
Cleveland, Ohio 44104
Attendees: CUY-Opportunity Corridor Committee
Re: CUY-Opportunity Corridor PID 77333
Committee Meeting #2

The Power Point Presentation given at this workshop can be found on the project website accessed through www.innerbelt.org. The meeting minutes reflect the discussions generated as a result of the presentation.

1) Introduction

- Terri Hamilton Brown, who has resigned as Executive Director of University Circle Incorporated to become a Vice President of Corporate Diversity for National City Bank, will remain Co-chair of the Advisory Committee. She welcomed the group. She noted that there were several new people present and suggested everyone introduce himself or herself. She said that there were 3 workshops held over the summer since our first full committee meeting and this is the second time the committee as a whole has been together. Hamilton Brown briefly went over what had been accomplished since the last whole group meeting and outlined the agenda of the meeting: the overview, review the alternatives, review the updated matrix, reach recommendations, and solicit comments. Hamilton Brown said the ultimate goal of today's meeting is to narrow down the corridor for further study.

2) Project Updates

- Mary Cierebiej, Deputy Project Manager from HNTB, recapped the various stakeholder meetings held during the last year. See the Power Point presentation posted on the website. Some of the more recent meetings include:
- BBC Master Plan/Urban Design Center (UDC)
 - Concerned about the appearance of and "interchange" and its effects on the neighborhood. UDC prefers the western portion of Alternative #2 (north of the tracks) to the western portion of Alternative #4 (south of the tracks) because of the residential impacts
- Cleveland Clinic
 - Confirmed that East 105th was preferred over E. 89th St. or E. 93rd St. for the terminus due to the neighborhood impacts
 - The Clinic will continue to work with Fairfax to determine the best future use for E. 105th St., as well as assist the study team in gaining support and funding.

- At the last meeting, the question was raised as to whether or not NOACA's model included the future development in the University Circle area. Cierebiej confirmed after meeting with NOACA that their traffic model does not take in account the Cleveland Clinic's new Heart Center on Euclid Avenue, the VA Hospital expansion, and the West Quad campus.
- Hamilton Brown asked about the percentage of traffic that will increase with the new Heart Center. Matt Wahl, HNTB Project Manager, said that NOACA's model currently shows the traffic remaining stable in the University Circle area rather than declining as in other parts of the City. Matt said that HNTB will be requesting zip code information for employees from the Clinic, VA, UH, and Case to see where employees are coming from to create more accurate model of where the traffic is coming and going. Cierebiej added that HNTB had obtained the square footage of the facilities to help predict the traffic, but NOACA feels the number of employees traveling from a specific zip code would be more accurate.

3) Refinements of Conceptual Alternatives

- Wahl went over the original four conceptual alternatives for the Corridor. He showed a map of each alternative showing the potential economic and community development associated with each.
- David Goldberg of Ohio Savings Bank asked if any work or any further study has been done with the proposed spur. Bob Reeves of UCI said UCI will be looking at it as part of the MLK Corridor Study.
- Wahl then went over the acreage of new frontage that could be created with each of the alternatives, as well as the potential impacts.
- Millie Caraballo of the Cleveland Industrial Retention Initiative asked if potential "takes" are vacant. Are most of the impacts residential? Cierebiej said that determining the status of the structures impacted will be part of the next phase. The potential impacts are quantified by residential, religious, commercial etc. for each of the alternatives in the evaluation matrix. Participants were given a copy of the matrix at the beginning of the meeting. A copy is also posted on the project website.
- Wahl said all four of the conceptual alternatives have 26 common residential takes along E. 105th St. (assuming a symmetrical widening). Hamilton Brown asked where on the map the other mentioned takes are. He showed the areas of potential impacts associated with each of the alternatives. Millie Caraballo asked that if "takes" are houses or property. Cierebiej replied that the "takes" are structures, not parcels or property, but physical structures.
- Craig Hebebrand of ODOT District 12 said that the study team will be doing a large amount of documentation in the corridor area in the next phases of study. In February, 2006, he said, ODOT plans to take the data and concepts developed to this point to the public for feedback. In the next phase, he said, ODOT will do more engineering as well as environmental impact studies and studies of cultural resources. Hebebrand stated that this committee will be continually consulted throughout the process. He said the alignments will continue to be refined further and other options for minimizing impacts will be explored. In the coming months, ODOT will also research the environmental sites and begin to

estimate the cost for cleaning up those sites. There are costs associated with studying these sites and that is why it is important that this Committee narrow the corridor so that the focus of study is a smaller area. Hebebrand went on to say that the recommendation of this study team is that we stop looking at alternative 1, which primarily follows the existing streets of E. 55th St. and Woodland, and also alternative 3, which is north of the railroad tracks for its full length.

- Hebebrand noted that Alternatives 2 and 3 are basically the same to the west but between E. 75th St. and Buckeye, Alternative 2 runs south of the railroad tracks and Alternative 3 runs north of the tracks. Alternatives 1 and 3 included cemetery impacts and a number of planned improvements sites, and the economic development potential was the lowest of the 4 alternatives. Therefore, it was determined that the benefits did not outweigh the impacts. Hebebrand then reiterated that the recommendation is to remove Alternative 1 and Alternative 3 from further consideration. Hebebrand said ODOT will concentrate on the yellow-colored area of the map, that was distributed to the committee during the meeting, in the next steps, and future alternatives will be developed within this yellow area over the next year. A copy of the map is posted on the website. By this time next year, he continued, we should know the recommended alternative and have a plan in place as to how to finance it.
- Ron Eckner of NOACA asked if we can still look at the possible connection between Kinsman and E. 55th St., where the northern leg of Kinsman would tie into E. 55th St. south of the existing 5 legged intersection with Woodland Ave. even though that alternative 1 is off the table. Hebebrand said we will not look at this as part of this study if we eliminate Alternative 1. He said the city may however do it as a separate study.
- Goldberg inquired about his earlier discussion about a possible connection from the Corridor to University Hospital and Case along the railroad tracks to Mayfield. Bob Reeves said there are a lot of buildings on UH and Case's campus that would be impacted with that kind of connection. Wahl said they did look at some concepts. Hamilton Brown said that UCI's MLK Boulevard study will look for better connections in that area. UCI has agreed to include HNTB as part of the MLK study team to ensure the projects are being coordinated.
- Goldberg asked about cantilevering over the railroad tracks along the Case campus. Is this possible? Bob Reeves said that would make it 30 feet higher and that's not practical. We can't go under it either. Goldberg said that it sounds like the committee has looked into these issues already and he gave his thanks.
- Councilman Anthony Brancatelli of Ward 12 said that he is formally opposing Alternative 4 as it is currently shown because of all the property takes associated with it in Slavic Village. He understood early on that there may be impacts to Slavic Village, but not to this extent. He asked the committee to leave Alternatives 2 and 3 on the table. He said this will give us enough acreage. Hamilton Brown reassured him that the Committee is not saying it will be the precise route shown as alternative 4. She said it will be an alternative we will create that lies in the area between Alternatives 2 and 4. We need additional studying, she said and we are committed to doing that.
- Hebebrand said we need a corridor of specific width in order to be able to put forth several alternatives for study. He said we would not want to move that boundary line any closer to Alternative 2 because that would be limiting the range of alternatives. Plus, the bridge

requirements of Alternative 2 would add significant costs so we have to leave options on the table. He pointed out that staying north of the railroad tracks and going along Grand Avenue also requires residential takes. This will be addressed in more detail in the next phase, he said. He added that the Committee will need to look closely at development; weigh it with the property takes, and see if the "cost" will be offset.

- Hamilton Brown pointed out that the Corridor may end up being parts of Alternative 2 and parts of Alternative 4. She stated: We are not trying to make one recommendation today; we are trying to get rid of the ones that do not work. Hebebrand added one consideration is leaving the intersection as it is today, perhaps then improving E. 55th St. and Grand and then the rest of the boulevard.
- Hamilton Brown asked the Councilman, how do you respond to his suggestions of possibly leaving the intersection the same? Councilman Brancatelli said he is a supporter of this project; it is just that the neighborhood nearby St. Hyacinth Church will be devastated by Alternative 4 as it is currently being shown.
- Hamilton Brown asked if he was stating an objection to the western end of Alternative 4. Councilman Brancatelli noted that putting new roads in the past have devastated various areas, so he wanted to express his concerns for alternative 4 in its current form. The Councilman submitted a letter to ODOT documenting his concerns. Hebebrand encouraged all attendees to document their concerns, support, etc. so that it is a matter of public record that helps in shaping future decisions.
- Hebebrand said that the estimate of the number of property takes thus far are close. We have estimated high in hopes of refining the alternatives to minimize those impacts, rather than giving a low estimate and ending up with more impacts than originally estimated. As refinements are made, the numbers will be more accurate.
- Hamilton Brown said they will study viable options in more detail. She stressed the importance of moving the study to a plan.
- She addressed the group and asked if we can agree to take alternative 1 off the table. The group agreed and consensus was reached. Hamilton Brown said that Alternative 1 is now off the table.
- Councilman Brancatelli said he may have been mistaken about Alternative 3 in his earlier remarks. Hebebrand reminded him that Alternatives 2 and 3 are the same between East 55th Street and East 75th Street.
- Hamilton Brown said they are recommending Alternative 3 be taken off the table. The group agreed and consensus was reached.
- Hamilton Brown continued by summing up that we have Alternatives 2 and 4 left on the table, noting concerns about Alternative 4 and the associated residential impacts in Slavic Village. She added we are not looking for approval of either just that we move forward looking at both in more detail. She asked Hebebrand to explain what we can expect to happen next.

4) Next Steps

- Hebebrand said a lot of documentation will occur in the near future. The plan is to hold a public meeting in February. Between now and then the study team will meet with

members of the new City of Cleveland administration and look at alternatives that reduce the number of impacts in Slavic Village. We will bring those concepts back to the CDCs and get their input before going to the public. After public feedback has been received, the alternatives will be further refined accordingly.

- Hamilton Brown said we should begin to respond to criticisms now so that we can demonstrate at the public meeting how the committee has been doing its work all along.
- Caraballo suggested we should pay close attention to quantifying the economic development possibilities so that we have that to show also to the public in February.
- Goldberg asked why we would continue to consider alignments against the railroad tracks. That limits economic development. Couldn't we make this into a beautiful gateway into University Circle? Hamilton Brown said she agrees with David Goldberg.
- Hebebrand said that we need to further identify cultural and historical sites and make sure we create alternatives that avoid these areas. He also noted that the Ken Johnson Recreational Center used conservation funds for the construction of the sprayground, which makes the planned expansion site more difficult to impact. Any amount of land impacted would have to be replaced. It is understood that Orlando Bakery should not be impacted.
- Kim Scott from Burten Bell Carr said in regards to their Master Plan which is under development, the BBC consultant (UDC) proposed the middle section of the Alternative 4 be shifted down to Rawlings rather than following Grand. They thought it would provide more opportunities on both sides of the road for redevelopment. Cierebiej responded by saying that originally UDC did suggest that to the study team, but when UDC looked into that option more closely, they decided it may not be the best solution because following Rawlings would impact new infill housing on E. 73rd St. Hebebrand added that they will look at the BBC's consultant's suggestions and still explore a shift of the corridor within the yellow hatched area.
- Hamilton Brown asked Scott to put the ideas in writing to the committee so they can be a matter of public record. Hebebrand reiterated that yes they would like committee members to submit comments, concerns, etc. in writing to ODOT to his attention.
- Councilman Brancatelli again inquired about property takes and vacancies. Hamilton Brown referred him to Page 2 of the matrix but reiterated that we have not determined which of the impacted properties are vacant or occupied.
- Brancatelli advised the Committee not to rely upon County data. He said it would be wise to consult the community development corporations for those figures. Hamilton Brown agreed and said that even though some places look vacant, they are not vacant. Cierebiej added that that situation constantly changes, and we previously requested that type of information from the CDCs and the City of Cleveland and will continue to do that throughout the next steps.
- Hamilton Brown said they are planning on creating a link on the project's web site so that the Committee can view comments that have been submitted to ODOT.
- She went on to discuss the next steps. The public meeting is slated for February. She said there will be additional analysis of engineering before then and also the study team will meet with each CDCs before then.

- Hamilton Brown promised there will be no surprises. She also said that since there is a new mayor-elect, we need to present the Opportunity Corridor Study to him before the public meeting.
- Cierebiej asked if any of the CDC's have newsletters, that they inform the study team of deadlines for placing notices about the public meeting once a date is set. Or if they could please make an announcement in their newsletter that a public meeting will be held in February. CDCs can also provide the study team with their mailing list and we can provide notices, newsletters, etc. to their service areas, or let us know how many copies you need to include in their own mailings.
- Hebebrand said that ODOT has funding through the next year to complete Steps 5 and 6, and that HNTB will be getting under contract to perform that work. Beyond that, there is no funding in place so we need to be reaching out to the community and other places for funding beyond Step 6.
- Jim Pressler of Greater Cleveland Partnership said his organization may be able to assist in getting funding for this project. He said it should be a high priority. He suggested that this committee and the Greater Cleveland Partnership work closely together to see what options are available. Hamilton Brown asked that Pressler to let the study team know when it is appropriate to make a presentation to the Greater Cleveland Partnership. Pressler said he will check.
- Someone then asked about State Issue 1 and, since it funds economic development, if it will affect this project. Hebebrand said he didn't know but that he would look into it.
- Hamilton Brown thanked the committee and adjourned.

Meeting Attendees

CUY-Opportunity Corridor Committee Meeting #2 – November 10, 2005

Name	Organization
Debbie Berry	City of Cleveland Planning Commission
Ben Campbell	Business Development Officer, Slavic Village Development Corporation
Millie Caraballo	Industrial Development Manager, CIRI
Tom Chema	President, Hiram College
Mary Cierebiej	Deputy Project Manager, HNTB
Andrew Cross	City of Cleveland Traffic Engineering
Jacek Ghosh	Fairfax Renaissance Development Corporation
Ron Eckner	NOACA
Richard Enty	GCRTA
Geoff Fitch	CIRI
Chris Frohring	Maingate Business Development
David Goldberg	Ohio Savings Bank
Terri Hamilton Brown	Co-chair of the Committee and President of University Circle Inc. (UCI)
Craig Hebebrand	ODOT, District 12
Jamie Ireland	Co-chair of the Committee and Managing Director, Early Stage Partners LP
Robert Jackimowicz	Cleveland City Council
August Napoli	Development Department Cleveland Clinic
Roland Newman	Administrative Director, Facilities Operation, Cleveland Clinic Foundation
Erica Oladeji	CIRI
Claire Posius	City of Cleveland Planning Commission
Jim Pressler	Greater Cleveland Partnership
Bob Reeves	UCI
Bobbi Reichtell	VP for Planning, Neighborhood Progress Inc.
Ed Rybka	City of Cleveland Planning Commission
Bob Reeves	Director of Community Planning and Development, UCI
Kim Scott	Burten Bell Carr
Aubrey Sippola	Whelan Communications
Jeffery Sugalski	Burten Bell Carr
Matt Wahl	Project Manager, HNTB
Joel Wimbiscus	UCI
John Wheeler	VP for Cleveland Regional Affairs, Case Western Reserve University
Ned Whelan	President, Whelan Communications

Appendix D Stakeholder Meeting Log

Date	Last Name	First Name	Agency	Meeting Agenda	Location	Category			
02/24/06	Cierebiej	Mary	HNTB Ohio, Inc.	Urban Core Advisory Committee	NOACA	Urban Core Mtg.			
	Wahl	Matt	HNTB Ohio, Inc.	Urban Core Advisory Committee					
03/24/05	Cierebiej	Mary	HNTB, Ohio	CMHA Master Plan/City Architecture	City Architecture	Stakeholder			
	Wahl	Matt	HNTB Ohio, Inc.	CMHA Master Plan/City Architecture					
	Hebebrand	Craig	ODOT, District 12	CMHA Master Plan/City Architecture					
	Motl	John	ODOT, District 12	CMHA Master Plan/City Architecture					
	Bandy-Zalatoris	Michelle	City Architecture	CMHA Master Plan/City Architecture					
	Madison	Kevin	Robert Madison International	CMHA Master Plan/City Architecture					
	Pollock	Scott	CMHA	CMHA Master Plan/City Architecture					
	Patterson	Jeffery	CMHA	CMHA Master Plan/City Architecture					
	Samarasekera	Nilantha	CMHA - Construction	CMHA Master Plan/City Architecture					
04/21/05	Cierebiej	Mary	HNTB, Ohio	UCI/City of Cleveland Meeting	City Hall	Stakeholder			
	Wahl	Matt	HNTB Ohio, Inc.	UCI/City of Cleveland Meeting					
	Hebebrand	Craig	ODOT, District 12	UCI/City of Cleveland Meeting					
	Motl	John	ODOT, District 12	UCI/City of Cleveland Meeting					
	Brown	Bob	Cleveland City Planning Commission	UCI/City of Cleveland Meeting					
	Berry	Debbie	City of Cleveland - Planning	UCI/City of Cleveland Meeting					
	Collier	Freddy	City of Cleveland - Planning	UCI/City of Cleveland Meeting					
	Fields	Marka	City of Cleveland - Planning	UCI/City of Cleveland Meeting					
	Furio	Brooke	City of Cleveland - Planning	UCI/City of Cleveland Meeting					
	Hamilton-Brown	Terri	University Circle Inc.	UCI/City of Cleveland Meeting					
05/04/05	Cierebiej	Mary	HNTB, Ohio	Internal Meeting - Corridor Options	HNTB	Stakeholder			
	Wahl	Matt	HNTB Ohio, Inc.	Internal Meeting - Corridor Options					
	Hebebrand	Craig	ODOT, District 12	Internal Meeting - Corridor Options					
	Motl	John	ODOT, District 12	Internal Meeting - Corridor Options					
	Hoffman	Larry	ODOT, Central Office	Internal Meeting - Corridor Options					
	Carpenter	Mark	ODOT, Central Office	Internal Meeting - Corridor Options					
05/11/05	Ott	Katie	HNTB, Ohio	NOACA-Modeling	NOACA	Stakeholder			
	English	Nichole	HNTB, Ohio	NOACA-Modeling					
	Al-Lozi	Mahmoud	NOACA	NOACA-Modeling					
05/13/05	Hamilton-Brown	Terri	University Circle Incorporated (UCI)	UCI Com. Mtg Prep	UCI	Misc. Coordination			
	Limmer	Ben	University Circle Incorporated (UCI)	UCI Com. Mtg Prep					
	Hebebrand	Craig	ODOT, District 12	UCI Com. Mtg Prep					
	Motl	John	ODOT, District 12	UCI Com. Mtg Prep					
	Cierebiej	Mary	HNTB, Ohio	UCI Com. Mtg Prep					
	Wahl	Matt	HNTB Ohio, Inc.	UCI Com. Mtg Prep					
05/16/05	Ireland	Jamie	Early Stage Partners LP	Com. Mtg Prep	HNTB	Misc. Coordination			
	Hebebrand	Craig	ODOT, District 12	Com. Mtg Prep					
	Motl	John	ODOT, District 13	Com. Mtg Prep					
	Wahl	Matt	HNTB Ohio, Inc.	Com. Mtg Prep					
	Cierebiej	Mary	HNTB, Ohio	Com. Mtg Prep					
05/19/05	Jaquay	Robert	Gund Foundation	Committee Mtg. #1	NOACA	Committee Mtg.			
	Berry	Debbie	Cleveland City Planning Commission	Committee Mtg. #1					
	Brown	Bob	Cleveland City Planning Commission	Committee Mtg. #1					
	Caraballo	Millie	Cleveland Industrial Retention Initiative (CIRI)	Committee Mtg. #1					
	Cierebiej	Mary	HNTB, Ohio	Committee Mtg. #1					
	Collier	Freddy	Cleveland City Planning Commission	Committee Mtg. #1					
	Coyle	Terri	ODOT, District 12	Committee Mtg. #1					
	Goldberg	David	Ohio Savings Bank	Committee Mtg. #1					
	Hamilton-Brown	Terri	University Circle Incorporated (UCI)	Committee Mtg. #1					
	Haviland	James	Midtown Cleveland	Committee Mtg. #1					
	Hebebrand	Craig	ODOT, District 12	Committee Mtg. #1					
	Hopkins	John	Buckeye Area Development Corporation	Committee Mtg. #1					
	Ireland	Jamie	Early Stage Partners LP	Committee Mtg. #1					
	Loessin	Robert	Cleveland Clinic Foundation	Committee Mtg. #1					
	Napoli	Augie	Cleveland Clinic Foundation	Committee Mtg. #1					
	Motl	John	ODOT, District 14	Committee Mtg. #1					
	Reeves	Bob	University Circle Incorporated (UCI)	Committee Mtg. #1					
	Riley	William	Mt. Sinai Baptist Church/Mt. Sinai Ministries	Committee Mtg. #1					
	Tramble	Mike	Greater Cleveland Regional Transit Authority	Committee Mtg. #1					
	Schipper	Tim	Burten, Bell, Carr Development Corporation	Committee Mtg. #1					
	Wahl	Matt	HNTB Ohio, Inc.	Committee Mtg. #1					
	Whelan	Ned	Whelan Communications	Committee Mtg. #1					
	Baxter	Bruce	BioEnterprise	Committee Mtg. #1					
	Hummer	Lora	ODOT, District 12	Committee Mtg. #1					
	Zohn	Patrick	Gateway Consultants	Committee Mtg. #1					
	Strnisha	Steve	Greater Cleveland Partnership	Committee Mtg. #1					
	Jackimowicz	Richard	County Commissioner Jones Office	Committee Mtg. #1					
		Ghosh	Jacek	Fairfax Renaissance Development Corporation			Committee Mtg. #1		
		McNitt	Robert	Cleveland City Council			Committee Mtg. #1		
		Enty	Rich	Greater Cleveland Regional Transit Authority			Committee Mtg. #1		
		Limmer	Ben	University Circle Incorporated (UCI)			Committee Mtg. #1		
		Al-Lozi	Mahmoud	NOACA			Committee Mtg. #1		
		Fitch	Geoff	Cleveland Industrial Retention Initiative (CIRI)			Committee Mtg. #1		
		Benedict	Jim	UHC			Committee Mtg. #1		
		Eckner	Ron	Cleveland City Planning Commission			Committee Mtg. #1		
		Sippola	Aubrey	Whelan Communications			Committee Mtg. #1		
		Fields	Marka	NOACA			Committee Mtg. #1		

**Opportunity Corridor
Steps 1-4 Record of Meetings through July 2006**

	Date	Last Name	First Name	Agency	Meeting Agenda	Location	Category
9	06/09/05	Cierebiej	Mary	HNTB Ohio, Inc.	Urban Core Advisory Com.	NOACA	Urban Core Adv. Com.
10	06/16/05	Al-Lozi	Mahmoud	NOACA	OC Workshop #1	Quincy Place	Committee Workshop
		Armstrong	Michael	Federal Highway Administration	OC Workshop #1		
		Berry	Debbie	Cleveland City Planning Commission	OC Workshop #1		
		Bertsch	Bob	City of Cleveland - Economic Development	OC Workshop #1		
		Brooker	Kelly	ODOT, Central Office	OC Workshop #1		
		Brown	Bob	Cleveland City Planning Commission	OC Workshop #1		
		Campbell	Ben	Slavic Village Development Corporation	OC Workshop #1		
		Caraballo	Millie	Cleveland Industrial Retention Initiative (CIRI)	OC Workshop #1		
		Cierebiej	Mary	HNTB, Ohio	OC Workshop #1		
		Collier	Freddy	Cleveland City Planning Commission	OC Workshop #1		
		Cross	Andrew	City of Cleveland - Traffic Engineering	OC Workshop #1		
		Drobnick	Brian	Fairfax Renaissance Development Corporation	OC Workshop #1		
		Eckner	Ron	Cleveland City Planning Commission	OC Workshop #1		
		Fields	Marka	NOACA	OC Workshop #1		
		Ghosh	Jacek	Fairfax Renaissance Development Corporation	OC Workshop #1		
		Hamilton-Brown	Terri	University Circle Incorporated (UCI)	OC Workshop #1		
		Hebebrand	Craig	ODOT, District 12	OC Workshop #1		
		Hopkins	John	Buckeye Area Development Corporation	OC Workshop #1		
		Hummer	Lora	ODOT, District 12	OC Workshop #1		
		Ireland	Jamie	Early Stage Partners LP	OC Workshop #1		
		Jackimowicz	Robert	County Commissioner Jones Office	OC Workshop #1		
		Limmer	Ben	University Circle Incorporated (UCI)	OC Workshop #1		
		Maier	Howard	NOACA	OC Workshop #1		
		McNitt	Richard	Cleveland City Council	OC Workshop #1		
		Motl	John	ODOT, District 15	OC Workshop #1		
		Posius	Clair	Cleveland City Planning Commission	OC Workshop #1		
		Reeves	Bob	University Circle Incorporated (UCI)	OC Workshop #1		
		Riley	William	Mt. Sinai Baptist Church/Mt. Sinai Ministries	OC Workshop #1		
		Schipper	Mike	GCRTA	OC Workshop #1		
		Sippola	Aubrey	Whelan Communications	OC Workshop #1		
		Trample	Tim	Burten, Bell, Carr Development Corporation	OC Workshop #1		
		Wahl	Matt	HNTB Ohio, Inc.	OC Workshop #1		
		Wheeler	John	CWRU	OC Workshop #1		
		Whelan	Ned	Whelan Communications	OC Workshop #1		
11	06/21/05	Cierebiej	Mary	HNTB Ohio, Inc.	OC working mtg.	ODOT D-12	Misc. Coordination
		Wahl	Matt	HNTB Ohio, Inc.	OC working mtg.		
		Hebebrand	Craig	ODOT, D-12	OC working mtg.		
		Motl	John	ODOT, D-12	OC working mtg.		
12	07/18/05	Cierebiej	Mary	HNTB Ohio, Inc.	City of Cleveland Development Cluster	City Hall	Stakeholder
		Wahl	Matt	HNTB Ohio, Inc.	City of Cleveland Development Cluster		
		Trimarco	Gina	HNTB, Chicago	City of Cleveland Development Cluster		
		Hamilton-Brown	Terri	UCI	City of Cleveland Development Cluster		
		Ronayne	Chris	City of Cleveland, Chief of Staff	City of Cleveland Development Cluster		
13	07/29/05	Cierebiej	Mary	HNTB Ohio, Inc.	OC working mtg.	D-12	Misc. Coordination
		Wahl	Matt	HNTB Ohio, Inc.	OC working mtg.		
		Hebebrand	Craig	ODOT, D-12	OC working mtg.		
		Motl	John	ODOT, D-12	OC working mtg.		
14	08/18/05	Al-Lozi	Mahmoud	NOACA	OC Workshop #2	Quincy Place	Committee Workshop
		Armstrong	Michael	Federal Highway Administration	OC Workshop #2		
		Brooker	Kelly	ODOT, Central Office	OC Workshop #2		
		Campbell	Ben	Slavic Village Development Corporation	OC Workshop #2		
		Caraballo	Millie	Cleveland Industrial Retention Initiative (CIRI)	OC Workshop #2		
		Cierebiej	Mary	HNTB, Ohio	OC Workshop #2		
		Collier	Freddy	Cleveland City Planning Commission	OC Workshop #2		
		Cross	Andrew	City of Cleveland - Traffic Engineering	OC Workshop #2		
		Drobnick	Brian	Fairfax Renaissance Development Corporation	OC Workshop #2		
		Fields	Marka	NOACA	OC Workshop #2		
		Ghosh	Jacek	Fairfax Renaissance Development Corporation	OC Workshop #2		
		Goldberg	David	Ohio Savings Bank	OC Workshop #2		
		Hamilton-Brown	Terri	University Circle Incorporated (UCI)	OC Workshop #2		
		Hebebrand	Craig	ODOT, District 12	OC Workshop #2		
		Heviland	James	Midtown Cleveland	OC Workshop #2		
		Hummer	Lora	ODOT, District 12	OC Workshop #2		
		Husani	Jamal	Cuyahoga County's Engineers Office	OC Workshop #2		
		Ireland	Jamie	Early Stage Partners LP	OC Workshop #2		
		Jackimowicz	Robert	County Commissioner Jones Office	OC Workshop #2		
		Limmer	Ben	University Circle Incorporated (UCI)	OC Workshop #2		
		Motl	John	ODOT, District 16	OC Workshop #2		
		Posius	Clair	Cleveland City Planning Commission	OC Workshop #2		
		Reeves	Bob	University Circle Incorporated (UCI)	OC Workshop #2		
		Riley	William	Mt. Sinai Baptist Church/Mt. Sinai Ministries	OC Workshop #2		
		Sippola	Aubrey	Whelan Communications	OC Workshop #2		
		Standley	Steven	University Hospitals Health Systems	OC Workshop #2		
		Wahl	Matt	HNTB Ohio, Inc.	OC Workshop #2		
		Wheeler	John	CWRU	OC Workshop #2		
		Wimbiscus	Joel	University Circle Incorporated (UCI)	OC Workshop #2		
15	09/14/05	Cierebiej	Mary	HNTB Ohio, Inc.	City of Cleveland - Economic Dev.	City Hall	Stakeholder
		Wahl	Matt	HNTB Ohio, Inc.	City of Cleveland - Economic Dev.		
		Limmer	Ben	UCI	City of Cleveland - Economic Dev.		
		Wimbiscus	Joel	UCI	City of Cleveland - Economic Dev.		

**Opportunity Corridor
Steps 1-4 Record of Meetings through July 2006**

	Date	Last Name	First Name	Agency	Meeting Agenda	Location	Category
		Pesti	Belinda	City of Cleve, Econ. Dev.	City of Cleveland - Economic Dev.		
		Bertsch	Bob	City of Cleve, Econ. Dev.	City of Cleveland - Economic Dev.		
		Caraballo	Millie	CIRI	City of Cleveland - Economic Dev.		
16	09/20/05	Brancatelli	Anthony	City of Cleveland	Slavic Village Coordination	Slavic Village	Elected Official
		Campbell	Ben	Slavic Village Development Corporation	Slavic Village Coordination		
		Caraballo	Millie	Cleveland Industrial Retention Initiative (CIRI)	Slavic Village Coordination		
		Cierebiej	Mary	HNTB, Ohio	Slavic Village Coordination		
		Cross	Andrew	City of Cleveland - Traffic Engineering	Slavic Village Coordination		
		Fitch	Geoff	Cleveland Industrial Retention Initiative (CIRI)	Slavic Village Coordination		
		Hebebrand	Craig	ODOT, District 12	Slavic Village Coordination		
		Kittredge	Marie	Slavic Village Development Corporation	Slavic Village Coordination		
		Limmer	Ben	University Circle Incorporated (UCI)	Slavic Village Coordination		
		Motl	John	ODOT, District 12	Slavic Village Coordination		
		Reeves	Bob	University Circle Incorporated (UCI)	Slavic Village Coordination		
		Scott	Kim	Slavic Village Development Corporation	Slavic Village Coordination		
		Wahl	Matt	HNTB Ohio, Inc.	Slavic Village Coordination		
		Wimbiscus	Joel	University Circle Incorporated (UCI)	Slavic Village Coordination		
17	09/20/05	Brancatelli	Anthony	City of Cleveland	Slavic Village/GCRTA	Slavic Village	Stakeholder
		Campbell	Ben	Slavic Village Development Corporation	Slavic Village/GCRTA		
		Caraballo	Millie	Cleveland Industrial Retention Initiative (CIRI)	Slavic Village/GCRTA		
		Cierebiej	Mary	HNTB, Ohio	Slavic Village/GCRTA		
		Cross	Andrew	City of Cleveland - Traffic Engineering	Slavic Village/GCRTA		
		Feke	Maribeth	GCRTA	Slavic Village/GCRTA		
		Fitch	Geoff	Cleveland Industrial Retention Initiative (CIRI)	Slavic Village/GCRTA		
		Hebebrand	Craig	ODOT, District 12	Slavic Village/GCRTA		
		Kittredge	Marie	Slavic Village Development Corporation	Slavic Village/GCRTA		
		Limmer	Ben	University Circle Incorporated (UCI)	Slavic Village/GCRTA		
		Motl	John	ODOT, District 18	Slavic Village/GCRTA		
		Scott	Kim	Slavic Village Development Corporation	Slavic Village/GCRTA		
		Wimbiscus	Joel	University Circle Incorporated (UCI)	Slavic Village/GCRTA		
18	09/20/05	Cierebiej	Mary	HNTB Ohio, Inc	OC Update/Ward 4 Coordination	Ken Johnson Rec Center	Elected Official
		Wahl	Matt	HNTB Ohio, Inc	OC Update/Ward 4 Coordination		
		Hebebrand	Craig	ODOT, D-12	OC Update/Ward 4 Coordination		
		Fields	Marka	City of Cleveland Planning Commission	OC Update/Ward 4 Coordination		
		Long	Steve	City of Cleveland Research and Development	OC Update/Ward 4 Coordination		
		Johnson	Ken	City of Cleveland Council, Ward 4	OC Update/Ward 4 Coordination		
		Limmer	Ben	UCI	OC Update/Ward 4 Coordination		
		Wimbiscus	Joel	UCI	OC Update/Ward 4 Coordination		
		Hopkins	John	Buckeye Area Development Corporation	OC Update/Ward 4 Coordination		
19	09/21/05	Basch	Kenneth	CWRU	CWRU/Fairfax	CWRU	Stakeholder
		Carney	Margaret	CWRU	CWRU/Fairfax		
		Cierebiej	Mary	HNTB, Ohio	CWRU/Fairfax		
		Drobnick	Brian	Fairfax Renaissance Development Corporation	CWRU/Fairfax		
		Ghosh	Jacek	Fairfax Renaissance Development Corporation	CWRU/Fairfax		
		Hebebrand	Craig	ODOT, District 12	CWRU/Fairfax		
		Motl	John	ODOT, District 19	CWRU/Fairfax		
		Reeves	Bob	University Circle Incorporated (UCI)	CWRU/Fairfax		
		Wahl	Matt	HNTB Ohio, Inc.	CWRU/Fairfax		
20	09/22/05	Bertsch	Bob	City of Cleveland - Economic Development	OC Workshop #3	Quincy Place	Committee Workshop
		Brooker	Kelly	ODOT, Central Office	OC Workshop #3		
		Campbell	Ben	Slavic Village Development Corporation	OC Workshop #3		
		Caraballo	Millie	Cleveland Industrial Retention Initiative (CIRI)	OC Workshop #3		
		Cierebiej	Mary	HNTB, Ohio	OC Workshop #3		
		Cross	Andrew	City of Cleveland - Traffic Engineering	OC Workshop #3		
		Drobnick	Brian	Fairfax Renaissance Development Corporation	OC Workshop #3		
		Eckner	Ron	Cleveland City Planning Commission	OC Workshop #3		
		Enty	Richard	Greater Cleveland Regional Transit Authority	OC Workshop #3		
		Fields	Marka	NOACA	OC Workshop #3		
		Fitch	Geoff	Cleveland Industrial Retention Initiative (CIRI)	OC Workshop #3		
		Frohring	Chris	Maingate	OC Workshop #3		
		Hamilton-Brown	Terri	University Circle Incorporated (UCI)	OC Workshop #3		
		Hebebrand	Craig	ODOT, District 12	OC Workshop #3		
		Hummer	Lora	ODOT, District 12	OC Workshop #3		
		Husani	Jamal	Cuyahoga County's Engineers Office	OC Workshop #3		
		Ireland	Jamie	Early Stage Partners LP	OC Workshop #3		
		Jackimowicz	Robert	County Commissioner Jones Office	OC Workshop #3		
		Letson	Ndeda	University Circle Incorporated (UCI)	OC Workshop #3		
		Newman	Roland	Cleveland Clinic Foundation, Administrative	OC Workshop #3		
		Perotti	Connie	Maingate	OC Workshop #3		
		Reeves	Bob	University Circle Incorporated (UCI)	OC Workshop #3		
		Reichtell	Bobbi	Neighborhood Progress, Inc.	OC Workshop #3		
		Shafra	Joseph	Paran Management Company, UCI Property	OC Workshop #3		
		Sippola	Aubrey	Whelan Communications	OC Workshop #3		
		Tramble	Tim	Burten, Bell, Carr Development Corporation	OC Workshop #3		
		Wahl	Matt	HNTB Ohio, Inc.	OC Workshop #3		
		Whelan	Ned	Whelan Communications	OC Workshop #3		
		Williams	Melissa	Buckeye Area Development Corporation	OC Workshop #3		
		Wimbiscus	Joel	University Circle Incorporated (UCI)	OC Workshop #3		
21	10/06/05	Cierebiej	Mary	HNTB Ohio, Inc.	OC/ Children's Museum Master Plan	HNTB	Stakeholder
		Wahl	Matt	HNTB Ohio, Inc.	OC/ Children's Museum Master Plan		
		Macki	Rick	Cleveland Children's Museum	OC/ Children's Museum Master Plan		

**Opportunity Corridor
Steps 1-4 Record of Meetings through July 2006**

	Date	Last Name	First Name	Agency	Meeting Agenda	Location	Category
22	10/07/05	Cierebiej	Mary	HNTB Ohio, Inc	OC/BBC Master Plan Update	Urban Design Center	Stakeholder
		Wahl	Matt	HNTB Ohio, Inc	OC/BBC Master Plan Update		
		Hebebrand	Craig	ODOT, D-12	OC/BBC Master Plan Update		
		Motl	John	ODOT, D-12	OC/BBC Master Plan Update		
		Schwarz	Terry	KSU Urban Design Center	OC/BBC Master Plan Update		
		Reed	David	KSU Urban Design Center	OC/BBC Master Plan Update		
23	10/17/05	Cierebiej	Mary	HNTB, Ohio	Cleveland Clinic	Cleveland Clinic	Stakeholder
		Eaton Johnson	Vickie	Fairfax Renaissance Development Corporation	Cleveland Clinic		
		Ghosh	Jacek	Fairfax Renaissance Development Corporation	Cleveland Clinic		
		Hebebrand	Craig	ODOT, District 12	Cleveland Clinic		
		Motl	John	ODOT, District 12	Cleveland Clinic		
		Napoli	Augie	Cleveland Clinic Foundation	Cleveland Clinic		
		Peacock	Bill	Cleveland Clinic Foundation	Cleveland Clinic		
		Wahl	Matt	HNTB Ohio, Inc.	Cleveland Clinic		
24	11/02/05	Cierebiej	Mary	HNTB Ohio, Inc.	BBC Master Plan Public Mtg.	Original Harvest Church	Stakeholder
		Motl	John	ODOT, D-12	BBC Master Plan Public Mtg.		
25	11/10/05	Berry	Debbie	Cleveland City Planning Commission	Committee Meeting #2	Quincy Place	Committee Meeting
		Campbell	Ben	Slavic Village Development Corporation	Committee Meeting #2		
		Caraballo	Millie	Cleveland Industrial Retention Initiative (CIRI)	Committee Meeting #2		
		Chema	Tom	Hiram College	Committee Meeting #2		
		Cierebiej	Mary	HNTB, Ohio	Committee Meeting #2		
		Cross	Andrew	City of Cleveland Engineering	Committee Meeting #2		
		Ghosh	Jacek	Fairfax Renaissance Development Corporation	Committee Meeting #2		
		Eckner	Ron	NOACA	Committee Meeting #2		
		Enty	Richard	GCRTA	Committee Meeting #2		
		Fitch	Geoff	Cleveland Industrial Retention Initiative (CIRI)	Committee Meeting #2		
		Frohring	Chris	Maingate Business Development Corporation	Committee Meeting #2		
		Goldberg	David	Ohio Savings Bank	Committee Meeting #2		
		Hamilton Brown	Terri	University Circle Incorporated (UCI)	Committee Meeting #2		
		Hebebrand	Craig	ODOT, District 12	Committee Meeting #2		
		Ireland	Jamie	Early Stage Partners	Committee Meeting #2		
		Jackimowicz	Robert	Cleveland City Council	Committee Meeting #2		
		Napoli	Augie	Cleveland Clinic Foundation	Committee Meeting #2		
		Newman	Roland	Cleveland Clinic Foundation	Committee Meeting #2		
		Oladeji	Erica	Cleveland Industrial Retention Initiative (CIRI)	Committee Meeting #2		
		Posius	Claire	Cleveland City Planning Commission	Committee Meeting #2		
		Pressler	Jim	Greater Cleveland Partnership	Committee Meeting #2		
		Reeves	Bob	University Circle Incorporated (UCI)	Committee Meeting #2		
		Reichtell	Bobbi	Neighborhood Progress Inc.	Committee Meeting #2		
		Rybka	Ed	Cleveland City Planning Commission	Committee Meeting #2		
		Scott	Kim	Burten Bell Carr	Committee Meeting #2		
		Sippola	Aubrey	Whelan Communications	Committee Meeting #2		
		Sugalski	Jeffery	Burten Bell Carr	Committee Meeting #2		
		Wahl	Matt	HNTB, Ohio	Committee Meeting #2		
		Wimbiscus	Joel	University Circle Incorporated (UCI)	Committee Meeting #2		
		Wheeler	John	CWRU	Committee Meeting #2		
		Whelan	Ned	Whelan Communications	Committee Meeting #2		
26	11/17/05	Cierebiej	Mary	HNTB Ohio, Inc.	Urban Core Advisory Committee Mtg	NOACA	Urban Core Mtg
		Wahl	Matt	HNTB Ohio, Inc.	Urban Core Advisory Committee Mtg		
27	12/19/05	Cierebiej	Mary	HNTB, Ohio	I-77/I-490 Interchange	ODOT, D-12	Stakeholder
		Calanni	Jim	ODOT, D-12	I-77/I-490 Interchange		
		Malloy	Mike	ODOT, D-12	I-77/I-490 Interchange		
		Hazapis	Lou	ODOT, D-12	I-77/I-490 Interchange		
		Hebebrand	Craig	ODOT, D-12	I-77/I-490 Interchange		
		Motl	John	ODOT, D-12	I-77/I-490 Interchange		
		Wahl	Matt	HNTB, Ohio	I-77/I-490 Interchange		
		Lastovka	Dave	ODOT, D-12	I-77/I-490 Interchange		
		Hecceg	Mike	ODOT, D-12	I-77/I-490 Interchange		
		Kubek	Mike	ODOT, D-12	I-77/I-490 Interchange		
28	12/19/05	Cierebiej	Mary	HNTB, Ohio	OC/GCRTA Coordination	ODOT, D-12	Stakeholder
		Feke	Maribeth	GCRTA	OC/GCRTA Coordination		
		Schipper	Mike	GCRTA	OC/GCRTA Coordination		
		Motl	John	ODOT, D-12	OC/GCRTA Coordination		
		Wahl	Matt	HNTB, Ohio	OC/GCRTA Coordination		
		Calanni	Jim	ODOT, D-12	OC/GCRTA Coordination		
		Malloy	Mike	ODOT, D-12	OC/GCRTA Coordination		
		Hebebrand	Craig	ODOT, D-12	OC/GCRTA Coordination		
29	12/21/05	Cierebiej	Mary	HNTB, Ohio	OC Study Update	UCI	Stakeholder
		Reeves	Bob	University Circle Incorporated (UCI)	OC Study Update		
		Ronayne	Chris	University Circle Incorporated (UCI)	OC Study Update		
		Ireland	Jamie	Early Stage Partners	OC Study Update		
		Hebebrand	Craig	ODOT, D-12	OC Study Update		
		Hamilton Brown	Terri	National City Bank	OC Study Update		
		Motl	John	ODOT, D-12	OC Study Update		
30	01/24/06	Armstrong	Mike	FHWA	OC Progress Meeting	ODOT, D-12	Stakeholder
		Berry	Debbie	City of Cleveland Planning Commission	OC Progress Meeting		
		Cierebiej	Mary	HNTB Ohio, Inc	OC Progress Meeting		
		English	Nichole	HNTB Ohio, Inc	OC Progress Meeting		

**Opportunity Corridor
Steps 1-4 Record of Meetings through July 2006**

	Date	Last Name	First Name	Agency	Meeting Agenda	Location	Category
		Hebebrand	Craig	ODOT, D-12	OC Progress Meeting		
		Hoffman	Larry	ODOT, Central Office	OC Progress Meeting		
		Motl	John	ODOT, D-12	OC Progress Meeting		
		Sorge	Tom	ODOT, D-12	OC Progress Meeting		
		Wahl	Matt	HNTB Ohio, Inc	OC Progress Meeting		
31	02/01/06	Brancatelli	Anthony	City of Cleveland Council - Ward 12	OC Alternatives Update	Slavic Village	Elected Official
		Campbell	Ben	Slavic Village	OC Alternatives Update		
		Caraballo	Millie	CIRI	OC Alternatives Update		
		Cierebiej	Mary	HNTB Ohio, Inc.	OC Alternatives Update		
		Hebebrand	Craig	ODOT, D-12	OC Alternatives Update		
		Motl	John	ODOT, D-12	OC Alternatives Update		
		Wahl	Matt	HNTB Ohio, Inc.	OC Alternatives Update		
32	02/03/06	Caruso	Carol	Greater Cleveland Partnership	OC Status Meeting	GCP Office	Stakeholder
		Cierebiej	Mary	HNTB Ohio, Inc.	OC Status Meeting		
		Coyle	Dave	ODOT, D-12	OC Status Meeting		
		Hebebrand	Craig	ODOT, D-12	OC Status Meeting		
		Janik	Deb	Greater Cleveland Partnership	OC Status Meeting		
		Roman	Joe	Greater Cleveland Partnership	OC Status Meeting		
		Wahl	Matt	HNTB Ohio, Inc.	OC Status Meeting		
		Wheeler	John	Case Western Reserve University	OC Status Meeting		
33	02/16/06	Berry	Debbie	City of Cleveland Planning Commission	Financial Strategy Session	Levin College	Stakeholder
		Brown	Bob	City of Cleveland Planning Commission	Financial Strategy Session		
		Cierebiej	Mary	HNTB Ohio, Inc.	Financial Strategy Session		
		Hebebrand	Craig	ODOT, D-12	Financial Strategy Session		
		Motl	John	ODOT, D-12	Financial Strategy Session		
		Rosenbraub	Mark	CSU Levin College of Urban Affairs	Financial Strategy Session		
		Wahl	Matt	HNTB Ohio, Inc.	Financial Strategy Session		
34	02/17/06	Berry	Debbie	City of Cleveland Planning Commission	OC GCRTA/City Coordination Mtg	City Hall	Stakeholder
		Brancatelli	Anthony	City of Cleveland Council - Ward 12	OC GCRTA/City Coordination Mtg		
		Campbell	Ben	Slavic Village	OC GCRTA/City Coordination Mtg		
		Cierebiej	Mary	HNTB Ohio, Inc.	OC GCRTA/City Coordination Mtg		
		Cleveland	Phyllis	City of Cleveland Council - Ward 5	OC GCRTA/City Coordination Mtg		
		Feke	Maribeth	Greater Cleveland RTA	OC GCRTA/City Coordination Mtg		
		Hebebrand	Craig	ODOT, D-12	OC GCRTA/City Coordination Mtg		
		Wahl	Matt	HNTB Ohio, Inc.	OC GCRTA/City Coordination Mtg		
35	02/21/06	Armstrong	Mike	FHWA	St. Hyacinth Community Forum	St. Hyacinth	Stakeholder
		Cierebiej	Mary	HNTB Ohio, Inc.	St. Hyacinth Community Forum		
		Hebebrand	Craig	ODOT, D-12	St. Hyacinth Community Forum		
		Motl	John	ODOT, D-12	St. Hyacinth Community Forum		
		Wahl	Matt	HNTB Ohio, Inc.	St. Hyacinth Community Forum		
36	02/23/06	Armstrong	Mike	FHWA	Innovative Financing Meeting	HNTB	Stakeholder
		Berry	Debbie	City of Cleveland Planning Commission	Innovative Financing Meeting		
		Brown	Bob	City of Cleveland Planning Commission	Innovative Financing Meeting		
		Cierebiej	Mary	HNTB Ohio, Inc	Innovative Financing Meeting		
		Diksit	Prabhat	FHWA	Innovative Financing Meeting		
		Eckner	Ron	NOACA	Innovative Financing Meeting		
		Hamilton-Brown	Terri	National City Bank	Innovative Financing Meeting	(via phone)	
		Hebebrand	Craig	ODOT, D-12	Innovative Financing Meeting		
		Maier	Howard	NOACA	Innovative Financing Meeting		
		Reeves	Bob	UCI	Innovative Financing Meeting		
		Rosenbraub	Mark	CSU Levin College of Urban Affairs	Innovative Financing Meeting		
		Schiavoni	Dale	ODOT, D-12	Innovative Financing Meeting		
		Wahl	Matt	HNTB Ohio, Inc	Innovative Financing Meeting		
		Yacobucci	Tony	HNTB Ohio, Inc	Innovative Financing Meeting		
		Yakowenko	Jerry	FHWA	Innovative Financing Meeting		
37	04/27/06	Cierebiej	Mary	HNTB Ohio, Inc	OC Status/Next Steps Meeting	Key Tower (via phone)	Stakeholder
		Hamilton-Brown	Terri	National City Bank	OC Status/Next Steps Meeting		
		Hebebrand	Craig	ODOT, D-12	OC Status/Next Steps Meeting		
		Ireland	Jamie	Early Stage Partners	OC Status/Next Steps Meeting		
		Motl	John	ODOT, D-12	OC Status/Next Steps Meeting		
		Reeves	Bob	UCI	OC Status/Next Steps Meeting		
		Wahl	Matt	HNTB Ohio, Inc	OC Status/Next Steps Meeting		
38	05/15/06	Cierebiej	Mary	HNTB Ohio, Inc	OC working mtg.	ODOT D-12	Misc. Coordination
		Hebebrand	Craig	ODOT, D-12	OC working mtg.		
		Motl	John	ODOT, D-12	OC working mtg.		
		Wahl	Matt	HNTB Ohio, Inc	OC working mtg.		
39	06/08/06	Buchman	Aaron	ODOT D-12	CDC Meeting	Quincy Place	Stakeholder
		Campbell	Ben	Slavic Village	CDC Meeting		
		Cheairs	Wyonett	Fairfax	CDC Meeting		
		Cierebiej	Mary	HNTB Ohio, Inc	CDC Meeting		
		English	Nichole	HNTB Ohio, Inc	CDC Meeting		
		Frohring	Chris	Maingate	CDC Meeting		
		Ghosh	Jacek	Fairfax	CDC Meeting		
		Hamilton-Brown	Terri	National City Bank	CDC Meeting		
		Hebebrand	Craig	ODOT D-12	CDC Meeting		
		Hopkins	John	Buckeye Area Dev. Corp.	CDC Meeting		
		Ireland	Jamie	Early Stage Partners	CDC Meeting		
		Johnson	Vickie	Fairfax	CDC Meeting		

**Opportunity Corridor
Steps 1-4 Record of Meetings through July 2006**

	Date	Last Name	First Name	Agency	Meeting Agenda	Location	Category
		Kittredge	Marie	Slavic Village	CDC Meeting		
		Letson	Ndeda	UCI	CDC Meeting		
		Motl	John	ODOT D-12	CDC Meeting		
		Reeves	Bob	UCI	CDC Meeting		
		Ronayne	Chris	UCI	CDC Meeting		
		Tramble	Tim	Burten Bell Carr Dev. Corp.	CDC Meeting		
		Williams	Melissa	Buckeye Area Dev. Corp.	CDC Meeting		
40	06/09/06	Cierebiej	Mary	HNTB Ohio, Inc	OC Coordination/Next Steps	City Hall	Elected Official
		Cleveland	Phyllis	Cleveland City Council - Ward 5	OC Coordination/Next Steps		
		Hamilton-Brown	Terri	National City Bank	OC Coordination/Next Steps		
		Hebebrand	Craig	ODOT D-12	OC Coordination/Next Steps		
		Tramble	Tim	Burten Bell Carr Dev. Corp.	OC Coordination/Next Steps		
41	06/12/06	Berry	Debbie	City of Cleveland Planning Commission	OC Status/Next Steps Meeting	City Hall	Elected Official
		Brown	Darnell	City of Cleveland Office of the Mayor	OC Status/Next Steps Meeting		
		Brown	Robert	City of Cleveland Planning Commission	OC Status/Next Steps Meeting		
		Cierebiej	Mary	HNTB Ohio, Inc.	OC Status/Next Steps Meeting		
		Hamilton-Brown	Terri	National City Bank	OC Status/Next Steps Meeting		
		Hebebrand	Craig	ODOT D-12	OC Status/Next Steps Meeting		
		Ireland	Jamie	Early Stage Partners	OC Status/Next Steps Meeting		
		Jackson	Hon. Frank	Mayor, City of Cleveland	OC Status/Next Steps Meeting		
		McCall	Valerie	City of Cleveland Office of the Mayor	OC Status/Next Steps Meeting		
		Motl	John	ODOT D-12	OC Status/Next Steps Meeting		
		Silliman	Ken	City of Cleveland Office of the Mayor	OC Status/Next Steps Meeting		
		Wasik	Jomarie	City of Cleveland, Public Service	OC Status/Next Steps Meeting		
		Yacobucci	Tony	HNTB Ohio, Inc.	OC Status/Next Steps Meeting		
42	07/10/06	Buchman	Aaron	ODOT D-12	OC Status/Next Steps Meeting	UCI	Stakeholder
		Cierebiej	Mary	HNTB Ohio, Inc.	OC Status/Next Steps Meeting		
		Evans	Bryan	UCI	OC Status/Next Steps Meeting		
		Fitz	David	UCI	OC Status/Next Steps Meeting		
		Ghosh	Jacek	Fairfax	OC Status/Next Steps Meeting		
		Hebebrand	Craig	ODOT D-12	OC Status/Next Steps Meeting		
		Johnson	Vickie	Fairfax	OC Status/Next Steps Meeting		
		Letson	Ndeda	UCI	OC Status/Next Steps Meeting		
		Motl	John	ODOT D-12	OC Status/Next Steps Meeting		
		Reeves	Bob	UCI	OC Status/Next Steps Meeting		
		Wahl	Matt	HNTB Ohio, Inc.	OC Status/Next Steps Meeting		
		Whitfield	Anthony	Fairfax	OC Status/Next Steps Meeting		
43	07/24/06	Brown	Robert	City of Cleveland Planning Commission	OC Coordination/Next Steps	City Hall	Stakeholder
		Brown	Robin	City of Cleveland Economic Development	OC Coordination/Next Steps		
		Cierebiej	Mary	HNTB Ohio, Inc.	OC Coordination/Next Steps		
		Collier	Fred	City of Cleveland Planning Commission	OC Coordination/Next Steps		
		Cross	Andy	City of Cleveland Traffic Engineer	OC Coordination/Next Steps		
		Fields	Marka	City of Cleveland Planning Commission	OC Coordination/Next Steps		
		Frantz	Scott	City of Cleveland Planning Commission	OC Coordination/Next Steps		
		Hebebrand	Craig	ODOT D-12	OC Coordination/Next Steps		
		Ireland	Jamie	Early Stage Partners	OC Coordination/Next Steps		
		Motl	John	ODOT D-12	OC Coordination/Next Steps		
		Posius	Claire	City of Cleveland Planning Commission	OC Coordination/Next Steps		
		Wahl	Matt	HNTB Ohio, Inc.	OC Coordination/Next Steps		

Appendix E

Public Meeting Materials - PENDING

Appendix F

Project Newsletter - PENDING

Appendix G

Conceptual Alternatives Evaluation Matrix



Opportunity Corridor

Conceptual Alternatives Evaluation Matrix	Recommended Units of Measure (Steps 1-4)	No Build	Conceptual Alternative 1		Conceptual Alternative 2		Conceptual Alternative 3		Conceptual Alternative 4	
Purpose and Need Issues										
Community Development Potential	Total adjacent acreage available for redevelopment (In addition to 62 acres of existing & planned development)	Neutral		55 acres		232 acres		69 acres		210 acres
Community Benefits	Neighborhood level benefits	Neutral		Improved signal timing;improved pavement conditions; reduced travel times; addition of bike lanes; and opportunity for neighborhood wayfinding and public art		Improved signal timing;improved pavement conditions; reduced travel times; improved access; addition of bike lanes; potential for new local bus service; increased potential for employment; increased property values for land adjacent to the new roadway; opportunity for neighborhood wayfinding and public art; and creation of additional tax base		Improved signal timing;improved pavement conditions; reduced travel times; improved access; addition of bike lanes; potential for new local bus service; increased potential for employment; increased property values for land adjacent to new roadway; and creation of additional tax base		Improved signal timing;improved pavement conditions; reduced travel times; improved access; potential for new local and express bus services; increased potential for employment; increased opportunity for the redevelopment of vacant and underutilized parcels; increased property values for land adjacent to new roadway; and creation of additional tax base
Local Access & Mobility	Length of new frontage created (Does not include areas that currently have frontage on existing streets)	Neutral		3,900 ft.		9,800 ft.		5,000 ft.		12,800 ft.
Regional Access & Mobility	Distances, number of turns (right and left), and number of signalized intersections from I-77/I-490			Route 1: 0.5 miles on Interstate; 3.4 miles on urban arterial; 1 right turn; 1 left turn; 21 signals. Route 2: 2.3 miles on interstate; 2.9 miles on urban arterial; 1 right turn; 0 left turns; 16 signals		3.7 miles on urban arterial; 1 right turn; 1 left turn; 18 signals		3.3 miles on urban arterial; 0 right turns; 0 left turns; 9 signals		3.1 miles on urban arterial; 0 right turns; 0 left turns; 9 signals
Transit Supportive Development Potential	Minimal, Moderate, Major, Neutral	Neutral	Minimal	Does not create significant parcels of land for redevelopment	Moderate	Alternatives 2 & 4 activate the most land within a 1/4 mile of the stations. There may be an indirect benefit for transit if the land activated near a new roadway creates jobs and attracts new riders	Minimal	Does not create significant parcels of land for redevelopment	Moderate	Alternatives 2 & 4 activate the most land within a 1/4 mile of the stations. There may be an indirect benefit for transit if the land activated near a new roadway creates jobs and attracts new riders
Modal Options	Improved, Neutral, Negative or Reduced	Neutral	Improved	Addition of bike lanes	Improved	Addition of bike lanes and potential for new local and express bus service	Improved	Addition of bike lanes and potential for new local and express bus service	Improved	Addition of bike lanes and potential for new local and express bus service
Environmental resources										
Cultural resources/Section 4(f)/6(f)										
NRHP sites impacted (excluding cemeteries)	Number of NRHP sites impacted (range)	None		None		None		None	0-1	Need to avoid possible impacts to St. Elizabeth Catholic Church
Known eligible NRHP sites impacted (excluding cemeteries)	Number of eligible NRHP sites impacted (range)	None		None		None		None		None
Local historic sites impacted	Number of local historic sites impacted (range)	None		None		None		None	0-1	Need to minimize impacts to Ken Johnson Rec. Center property
State historic sites impacted	Number of state historic sites impacted (range)	None		None		None		None		None
Cemeteries impacted	Number of cemeteries impacted; number of grave sites impacted	None	1-2	Impacts to St. John's Cemetery; possible impacts to St. Joseph's Cemetery (50)		None	1-2	Impacts to St. Joseph's Cemetery; possible impacts to St. John's Cemetery (60)		None
Parks/Section 4(f)										
Number of parks impacted	Number of parks impacted (range)	None		None		None	1	City playground behind Mt. Sinai	1-2	Minimize impacts to Ken Johnson Rec Center property and possible impacts to city park near Miceli's
Ecological										
Stream crossings	Number of stream crossing impacts	None		None		None		None		None
Quality wetland impacts	Number of wetlands impacted	None		None		None		None		None
Threatened and endangered species impacts	Yes / No	No		No		No		No		No



Opportunity Corridor

Conceptual Alternatives Evaluation Matrix	Recommended Units of Measure (Steps 1-4)	No Build		Conceptual Alternative 1		Conceptual Alternative 2		Conceptual Alternative 3		Conceptual Alternative 4	
Hazardous materials											
High Probability Sites (high cost environmental clean-up)	Number of listed or potential sites impacted (range)		None	15-22	former gas stations and industrial sites including: Atlas Lederers bldg.; Model Box; and Bruder Inc.	12-20	Includes: Diamond Hard Chrome Plating; Model Box Co.; Van Dorn; PAVCO., McTech; Penske Truck leasing; former BP	10-15	Includes: Diamond Hard Chrome Plating; CWC Industries	10-15	Includes: Empigard Metal Finishing; L. Gray Barrel and Drum/Lomack Drum Co.; CWC Industries; Keystone Auto Plating; and Atlas Lederers Building
Landfill sites impacted	Number of sites impacted		None		None		None		None		None
Environmental justice											
Benefits to environmental justice areas	Access to employment, healthcare, education and recreation facilities (reduced, neutral, improved)		Neutral		Neutral		Improved, except for reduced access at E. 79th St.		Improved, except for reduced access at E. 79th St.		Improved
Disproportionate impacts to environmental justice areas	Increased traffic; property takes; noise; vibration; lack of access; exclusion from broader community; isolation; ability to access		N/A		Impacts to East Woodland Estates (est. 25 units; more than half of units are vacant)		Neutral		Impacts to Community Apartments (est. 44 units)		High number of residential takings relative to the size of St. Hyacinth Neighborhood
Utility Relocation Issues											
Major Utility Facility Concerns (fiber optic; sub stations, etc.)	Type of Major Utility Facilities Potentially Impacted		None		Substation on Woodland near E.79th St. to be avoided; CSO regulator at E. 55th/I-490; CSO interceptor along E. 105th, Woodland and E. 79th; 48" water line on Woodland; 30" water line on E. 55th; Fiber optic along NS Cleveland line; power transmission towers parallel to NS Cleveland line; fiber optic along NS Nickel plate line; 36" water line along Quincy		Fiber optic along NS Cleveland line; power transmission towers parallel to NS Cleveland line; fiber optic along NS Nickel plate line; 36" water line along Quincy; CSO regulator at Kinsman/Grand (3); E. 79th St/GCRTA;CSO interceptor along E. 105th		Fiber optic along NS Cleveland line; power transmission towers parallel to NS Cleveland line; fiber optic along NS Nickel plate line; 36" water line along Quincy;CSO regulator Kinsman/Grand (3);CSO interceptor along E. 105th		Fiber optic along NS Cleveland line; power transmission towers parallel to NS Cleveland line; fiber optic along NS Nickel plate line; 36" water line along Quincy; CSO Regulator E. 55th/I-490, Kinsman/GCRTA, Grand/RTA, and E. 79th/Grand;CSO interceptor along E. 105th
Right of Way											
Structure Impacts											
Residential	Number of structures impacted (range by ward) (All alternatives include 26 residential takes on E. 105th St. - Ward 6)		None	17-33 (approx. 57 units)	Ward 4 - 0; Ward 5 - 3 (includes 25 units in East Woodland Estates); potential impacts to Mt. Sinai senior housing; Ward 6 - 30; Ward 12 - 0	30-46	Ward 4 - 0; Ward 5 - 18; Ward 6 - 28; Ward 12 - 0	55-69 (approx. 112 units)	Ward 4 - 0; Ward 5 - 15 (including 44 units in Community Apts.); Ward 6 - 53; Ward 12 - 0	109-123	Ward 4 - 21; Ward 5 - 17; Ward 6 - 26; Ward 12 - 48 (59 with parkway interchange)
Religious Structure Impacts	Number of structures impacted		None	8-10	Thee Day Spring Holiness; First Beulah Baptist; New Bethlehem/Brethren Baptist; Breath of Life Baptist; Williams Temple Church of God in Christ; Church of God and Saints of Christ First Tabernacle, Open Door Missionary Baptist; New Revelation Baptist; Faith Holiness Temple; Christ Centered Missionary Baptist; Mount Hebron Missionary Baptist	2-3	Faith Holiness Temple; Christ Centered Missionary Baptist; Mount Hebron Missionary Baptist	2-4	Faith Holiness Temple; Christ Centered Missionary Baptist; Mount Hebron Missionary Baptist;	2-4	Greater Mount Tabor Missionary Baptist Church;United Glory Church of God in Christ of the Apostolic Faith; Christ Centered Missionary Baptist; Mount Hebron Missionary Baptist
School Structure Impacts	Number of structures impacted (range)		None	0-1	possibly the American Baptist College with the realignment of Kinsman		None		None		None
Institutional/Civic Structure Impacts	Number of structures impacted (range)		None	2	Library on Woodland; and Post Office on Woodland		None	2	Future Mt. Sinai Development site; and Cuyahoga County Youth Intervention site		None
Commercial Structure Impacts	Number of structures impacted (range)		None	19-24	Atlas Lederer Building; Buckeye Lithograph Co.;Bruder Inc.; Model Box;	26-31	Includes Orlando Baking Co.;Atlas Lederer Building; Buckeye Lithograph Co.; Diamond Hard Chrome Plating; Van Dorn Bldg.; CMHA Warehouse; Penrico Bldg; Ohio Brush; Bruder Inc.; Maingate Plaza; and the Model Box Company	13-18	Includes Buckeye Lithograph Co.; Diamond Hard Chrome Plating; CBF Industries; Maingate Plaza	6-11	Includes former grocery store owned and used by Miceli's; Atlas Lederer Building; Empigard Metal Finishing; L. Gray Barrel & Drum; Lomack Drum; Elsons; Keystone Automotive Plating and Mr. Heater Building
Freight Rail Property Impacts	Major, Moderate, Minor, None		None	Minor	NS property; NS and CSX bridge reconstruction	Major	NS property, NS rail yard west of E. 55th St.; NS and CSX bridge reconstruction	Major	NS property, NS rail yard west of E. 55th St.;NS and CSX bridge reconstruction	Minor	NS property; NS and CSX bridge reconstruction
GCRTA Property Impacts	Major, Moderate, Minor, None		None	Minor	Impacts to the E. 105th St. station	Major	Impacts to GCRTA rail yard west of E. 55th St., the E. 105th St. station and possible impacts to the existing E. 55th St. station	Major	Impacts to GCRTA rail yard west of E. 55th St. and possible impacts to the existing E. 55th St. station	Minor	Impacts to E. 105th St. station; potential impacts to E. 55th St. station (existing and proposed) sites



Opportunity Corridor

Conceptual Alternatives Evaluation Matrix	Recommended Units of Measure (Steps 1-4)	No Build		Conceptual Alternative 1		Conceptual Alternative 2		Conceptual Alternative 3		Conceptual Alternative 4	
Structures											
Retaining Walls	Length of new retaining walls		None (responsibility of the railroad)		None		3,600 ft.		8,850 ft.		1,400 ft.
Roadway Bridges	Location and number of new/rebuilt roadway bridges required	3	Woodland Ave. and E. 105th St. require rehab/replacement	4	E. 55th St.; Woodland; Quincy; and E. 105th St.	10	Over rail yard west of E. 55th St.; E. 55th St.; Widen Kinsman; Over NS/GCRTA east of E. 75th St.; E. 75th St.; E. 79th St.; Widen Buckeye; E. 93rd St.; Quincy; E. 105th St.	9	Over rail yard west of E. 55th St.; E. 55th St.; Widen Kinsman; E. 75th St.; E. 79th St.; Widen Buckeye; E. 89th St.; E. 93rd St.; Quincy	6	Widen E. 55th St.; Over Kingsbury Run Valley; Widen Kinsman; Over GCRTA Blue/Green Line; Quincy; E. 105th St.
Rail Bridges	Location and number of new/rebuilt rail bridges		None (responsibility of the railroad)	3	NS over Woodland; CSX over Woodland; CSX over Quincy	3	NS over E. 79th St.; CSX over Woodland; CSX over Quincy	2	NS over NS/GCRTA east of E. 79th St.; CSX over Quincy	3	NS over new boulevard; CSX over Woodland; CSX over Quincy
Planning-Level Cost Estimates (2005 dollars)											
Order of Magnitude											
General Construction Costs	Estimated Cost (range)				\$24 million		\$21.4 million		\$24.4 million		\$20 million
Bridges	Estimated Cost (range)				\$65 million		\$96.4 million		\$84.5 million		\$71 million
Retaining Walls	Estimated Cost (range)				\$1.8 million		\$11 million		\$19.9 million		\$4.3 million
Miscellaneous Additional Costs	Estimated Cost (range)				\$17.6 million		\$23 million		\$14.9 million		\$13.5 million
Railroad Track Relocation	Estimated Cost (range)				\$3.3 million		\$4.4 million		\$4.4 million		\$4.5 million
Total Construction Costs	Estimated Cost (range)				\$112 million		\$156.6 million		\$148 million		\$113.5 million
Preliminary/Final Development Phase	Estimated Cost (range)				\$13.4 million		\$18.8 million		\$17. 8 million		\$13.6 million
Contract Admin. and Inspection	Estimated Cost (range)				\$11.2 million		\$15.7 million		\$14.8 million		\$11.4 million
R/W Acquisition	Estimated Cost (range)				\$16 million		\$42 million		\$20 million		\$29 million
Contingencies	Estimated Cost (range)				\$28 million		\$38 million		\$37 million		\$28.4 million
TOTAL PROJECT COSTS	Estimated Cost (range)				\$181 million		\$272 million		\$238 million		\$199 million
Others											
NOACA Funding Criteria	Potential NOACA scoring: High, Medium, Low										
TRAC Funding Criteria	Potential TRAC scoring: High, Medium, Low										

Planning-Level Cost Estimates (2005 dollars)		Alternative 4 with Parkway Interchange	Alternative 4 with Braided Diamond Interchange
Order of Magnitude			
General Construction Costs	Estimated Cost (range)	\$20.6 million	\$23.8 million
Bridges	Estimated Cost (range)	\$72 million	\$74 million
Retaining Walls	Estimated Cost (range)	\$5.8 million	\$8.1 million
Miscellaneous Additional Costs	Estimated Cost (range)	\$14.4 million	\$19.9 million
Railroad Track Relocation	Estimated Cost (range)	\$4.5 million	\$10.8 million
Total Construction Costs	Estimated Cost (range)	\$117.4 million	\$136.7 million
Preliminary/Final Development Phase	Estimated Cost (range)	\$14 million	\$16.4 million
Contract Admin. and Inspection	Estimated Cost (range)	\$11.7 million	\$13.6 million
R/W Acquisition	Estimated Cost (range)	\$31 million	\$31.3 million
Contingencies	Estimated Cost (range)	\$29.3 million	\$34.2 million
TOTAL PROJECT COSTS	Estimated Cost (range)	\$206 million	\$232 million